

TENTH ANNUAL REPORT

OF THE

COMMISSIONERS

OF THE

STATE RESERVATION AT NIAGARA

FOR THE FISCAL YEAR,

From October 1, 1892, to September 30, 1893.

TRANSMITTED TO THE LEGISLATURE JANUARY 27, 1894

ALBANY:
JAMES B. LYON, STATE PRINTER.
1894.

FRANKLIN INSTITUTE
LIBRARY.

PRESENTED BY

The Commissioners

FRANKLIN INSTITUTE LIBRARY
PHILADELPHIA, PA.

Class..... Book..... Accession.....

REFERENCE

in a library of reference except when required by committees of the Institute, or by members or holders of second class stock, who have obtained the sanction of the Committee. The second class shall include those books intended for circulation.

ARTICLE VI.—The Secretary shall have authority to loan to Members and to holders of second class stock, any work belonging to the SECOND CLASS, subject to the following regulations:

Section 1.—No individual shall be permitted to have more than *two books* out at one time, without a written permission, signed by at least two members of the Library Committee; nor shall a book be kept out more than two WEEKS; but if no one has applied for it, the former borrower may renew the loan. Should any person have applied for it, the latter shall have the preference.

Section 2.—A FINE OF TEN CENTS PER WEEK shall be exacted for the detention of a book beyond the limited time; and if a book be not returned within three months it shall be deemed lost, and the borrower shall, in addition to his fines, forfeit its value.

Section 3.—Should any book be returned injured, the borrower shall pay for the injury, or replace the book, as the Library Committee may direct; and if one or more books, belonging to a set or sets, be lost, the borrower shall replace them or make full restitution.

ARTICLE VII.—Any person removing from the Hall, without permission from the proper authorities, any book, newspaper or other property in charge of the Library Committee, shall be reported to the Committee, who may inflict any fine not exceeding twenty-five dollars.

ARTICLE VIII.—No member or holder of second class stock, whose annual contribution for the current year shall be unpaid or who is in arrears for fines, shall be entitled to the privileges of the Library or Reading Room.

ARTICLE IX.—If any member or holder of second class stock, shall refuse or neglect to comply with the foregoing rules, it shall be the duty of the Secretary to report him to the Committee on the Library.

ARTICLE X.—Any Member or holder of second class stock, detected in mutilating the newspapers, pamphlets or books belonging to the Institute shall be deprived of his right of membership, and the name of offender shall be made public.

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COMMISSIONERS.

ANDREW H. GREEN, *President.*

JOHN M. BOWERS.
ROBERT L. FRYER.

DANIEL BATCHELOR.
WILLIAM HAMILTON.

TREASURER AND SECRETARY.

HENRY E. GREGORY.

SUPERINTENDENT.

THOMAS V. WELCH.

STATE OF NEW YORK.

No. 76.

IN ASSEMBLY,

JANUARY 27, 1894.

TENTH ANNUAL REPORT

OF THE

Commissioners of the State Reservation at
Niagara for the Year 1893.

To the Honorable the Speaker of the Assembly:

SIR.—I herewith transmit for presentation to the Legislature the tenth annual report of the Commissioners of the State Reservation at Niagara, for the fiscal year ended September 30, 1893.

Respectfully yours.

ANDW. H. GREEN,

President.

R E P O R T .

To the Honorable the Legislature of the State of New York :

The Commissioners of the State Reservation of Niagara, as required by law, submit their report for the fiscal year begun October 1, 1892, and ended September 30, 1893, it being their tenth annual report.

The progress that has been made during the year along the line of restoration can not fail to give general satisfaction, and it may truthfully be said that no year since the territory adjacent to the cataract became public property has been signalized by such noteworthy improvements. This is especially true of the appearance of the Reservation in the neighborhood of the rapids. Reference should particularly be made to the plot of ground between the grove and Bridge street. This is a conspicuous part of the Reservation, and ever since the removal of the buildings that formerly covered it so largely, the surface has presented an irregular and forbidding appearance, while the broken remains of a stone canal or conduit traversed it from one end to the other, and increased the disagreeable effect. During the past year the place has been graded so as to remove in large measure traces of the former mutilation and roughness, and the stone remnants of the old raceway that were so offensively visible have been put out of sight. To obtain a satisfactory conception of the improvements that have been made at Niagara during the last eight years, one has to only compare photographs of the neighborhood taken prior to 1885 with

those of to-day. Visitors who remember the former condition of the territory now included within the Reservation can testify to the great and gratifying change that has since taken place.

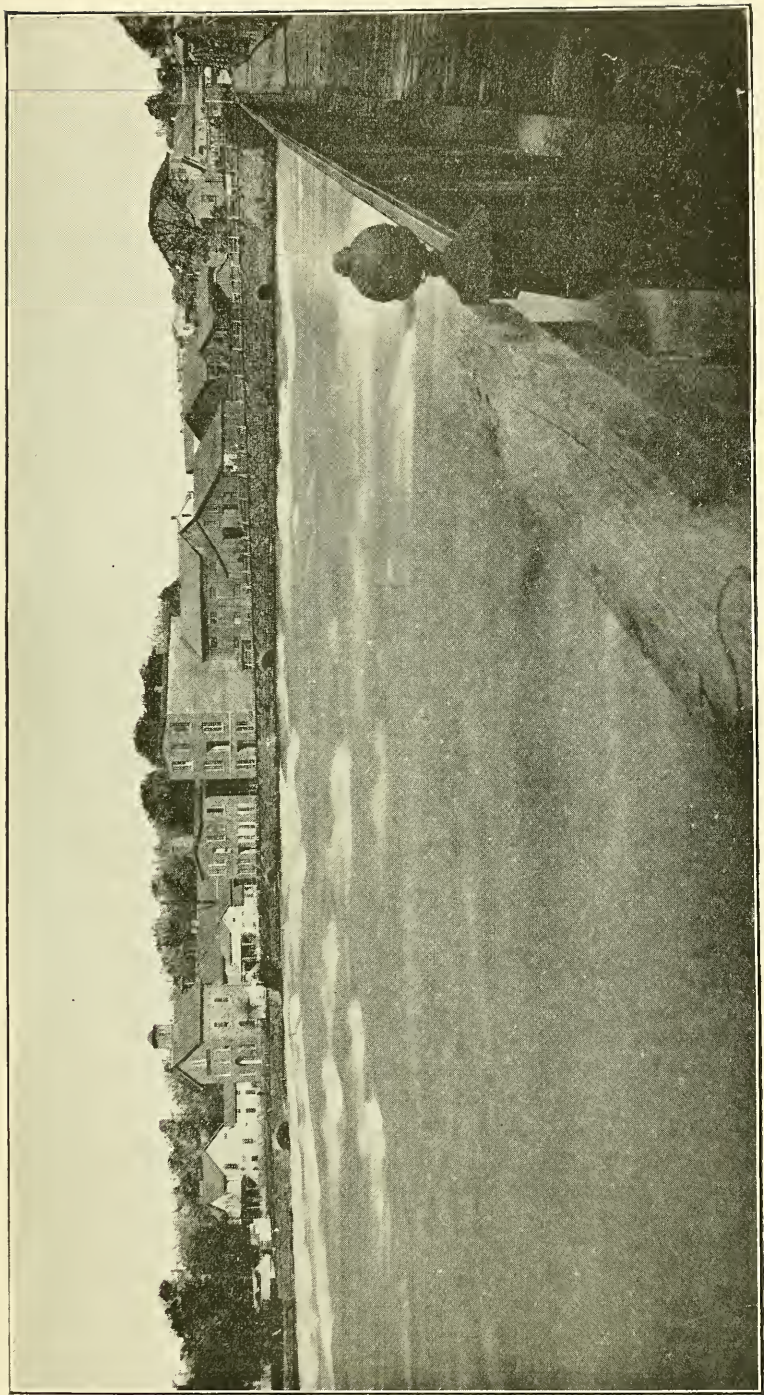
At the base of this sloping plot of ground at the shore line, along the rapids, there had for years existed a high stone wall, rising about seven feet above the water. To persons returning across the bridges from the islands this wall could not be other than an unsightly object. It stretched along the rapids from the grove to the Bath Island bridge. The major part of it has now been taken down, enough only having been left to protect the soil from being washed away by the descending water. A wide pathway has been cut through from the bridge entrance to the grove at a distance of about fifty feet from the margin, and the surface between this path and the river has been graded and sown.

At the bridge entrance retaining walls have been constructed in a most substantial manner. They extend back from the bridge nearly 100 feet and are surmounted by an iron railing. The plank walks that formerly led to the bridge have been removed, and the whole area of approach graded and gravelled, thus effecting a very decided improvement at a point where it was greatly needed.

The old crib work above the bridge entrance has been taken away, and a heavy riprap curvature substituted. The shore still further above has been graded.

Among the improvements that have been made the following may be mentioned :

The Cataract House conduit has been completed ; a pond has been formed in the grove ; a brick sewer has been constructed in Canal street by the city of Niagara Falls ; new rails have been placed on the Inclined Railway and the water wheel has been rebuilt.



Village Shore just above American Falls, 1879.

The waiting room at the foot of the Inclined Railway building, a slight wooden structure, was demolished in March by a mass of ice descending the sloping roof of the building, and took fire from a stove. One of the employees was buried in the *debris* and narrowly escaped being burnt to death. The Inclined Railway building itself was not injured.

The erection of a new and substantial waiting room is deemed necessary and will soon be undertaken.

The old wooden bridge from Goat Island to Luna Island has for a long time seemed an unattractive and inferior structure. The commissioners have decided to substitute an iron bridge of graceful appearance, that will be more safe and durable. Plans of such a bridge have already been submitted and approved. Plans likewise of a stone bridge to the First Sister Island have also been submitted and approved. A special appropriation would be necessary to enable the commissioners to proceed with the erection of such bridges as they propose.

All the bridges of the Reservation have recently been examined by a competent representative of the State Engineer and Surveyor, and by him pronounced to be generally in a safe and satisfactory condition.

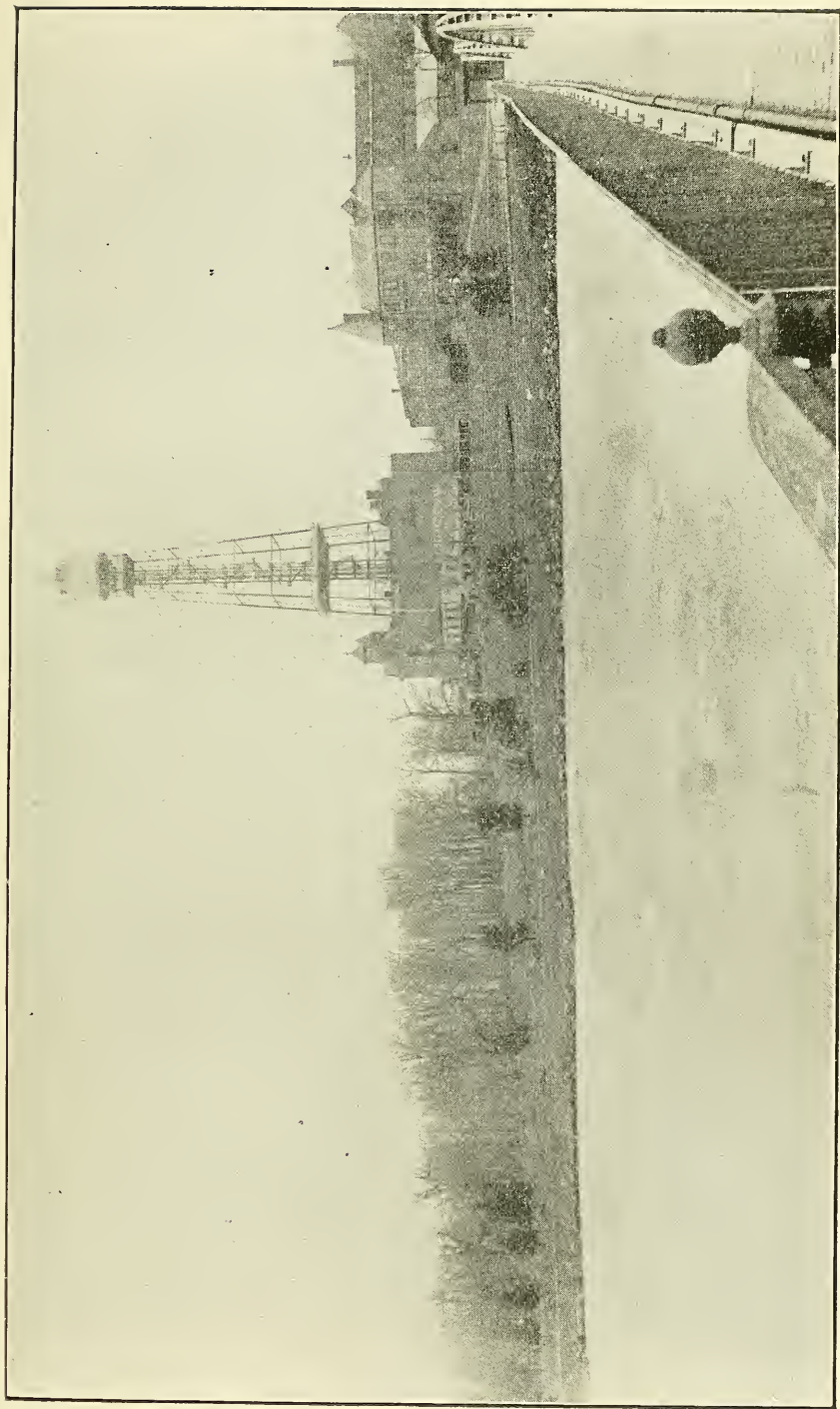
With reference to the proposed road to the whirlpool, the State Engineer and Surveyor has given an opinion favorable to its construction; but that work can not be undertaken without the direct authorization of the Legislature, together with a considerable appropriation.

The president of the board wrote to the chairman of the Queen Victoria Niagara Falls Park, to learn whether there would be likely to be co-operation between the Ontario authorities and this board in the construction of the proposed bridge below the whirlpool. The chairman replied that no such co-operation could be promised.

The lessee of the elevator and Table Rock in the Queen Victoria Park, having made use in signs and advertising cards of the name "Cave of the Winds" to designate the tunnel or gallery beneath the cliff in the Canadian Park, complaint was made by the lessee of the Cave of the Winds on Goat Island that such use of an old and familiar appellation belonging to the Goat Island excavation was likely to injure his business, and mislead and impose upon the public. The president having directed the attention of the chairman of the Ontario commissioners to the matter, the latter replied that it had been decided to discontinue the use of the name on the Canadian side of the river. The brief correspondence that has been carried on between the two boards has furnished evidence of a readiness on the part of the Commissioners of the Queen Victoria Park courteously to accede to reasonable requests from this board. This is as it should be between boards having similar functions and purposes.

During the winter the Niagara Falls Hydraulic and Power Company sought to procure the enactment of a bill giving it permission still further to divert the water of the Niagara river, and to enlarge its existing canals for this purpose. It was plainly the duty of the commissioners to oppose this bill. The president of the board appeared before the Assembly committee of commerce and navigation in the interest of the State against action by the committee favorable to the bill. He was ably assisted by the Attorney-General. The bill was not reported.

The commissioners would again record their strenuous and unchangeable opposition to all proposed legislation of this nature and to all schemes or enterprises in the interest of corporations seeking to obtain the right to divert the water of the upper Niagara. The State has already granted away a franchise of enormous value to a corporation purposing to use the water of the river for manufacturing purposes. The commissioners are of opinion that the State should hereafter stead-



Village Shore just above American Falls, 1893.

fastly refuse to make such grants. The water in the river is generally low enough from natural or unavoidable causes ; and the probability is that the volume of it is gradually diminishing.

The Maid of the Mist Association has been permitted to place a second boat on the river. The new boat is larger and stronger than the old one.

In their last annual report reference was made to confident anticipations on the part of the commissioners of a great increase in the number of visitors to Niagara by reason of the Columbian Exposition at Chicago. Their anticipations have not been realized. Instead of an increase there was a diminution. During the months of July, August and September, when the throng of tourists is generally greatest, and excursion trains largest, the number of visitors or excursionists was very much less than during the same months of 1892, and the receipts consequently diminished.

It is hardly necessary to say that this falling off was not due to any lack of attractiveness in the Exposition at Chicago, which was undoubtedly the most extensive, impressive and beautiful of all World's Expositions ; but rather to disturbances in the financial world and the stringency in the money market, which were not favorable to traveling for pleasure.

Nevertheless, the amount remitted to the State Treasurer for the year was \$10,923.85, an increase of \$1,109.82 over the previous year. The formation of an ice bridge, as it was called, in the river below the falls, during January proved an attraction to many persons, so that the receipts during January and February (months when receipts are generally insignificant) amounted to \$1,596.80.

The total receipts for the year were the largest that have yet been remitted to the State treasury. It may be added that

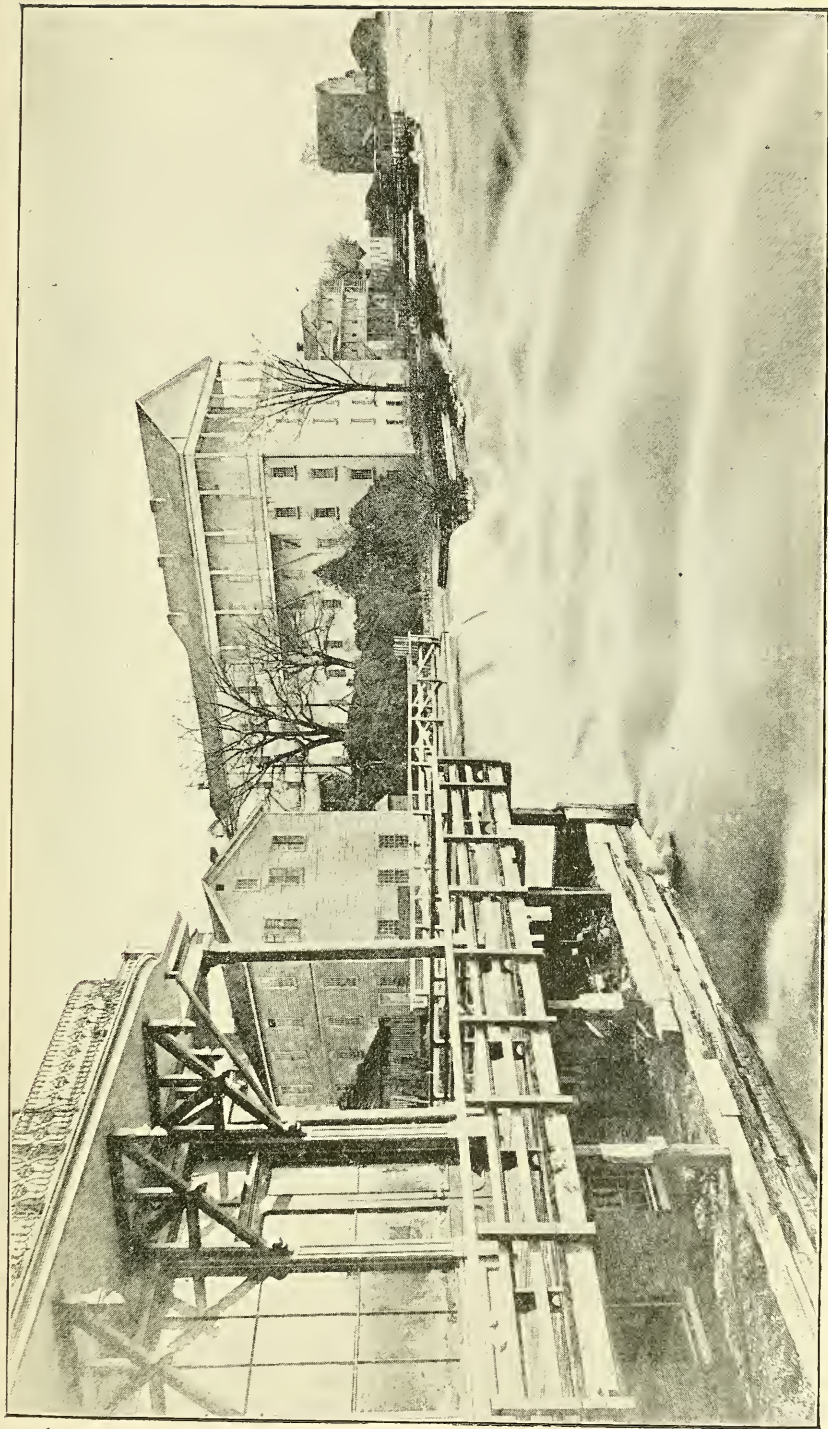
\$566.95 more would have been remitted had not the Cataract Bank at Niagara Falls become insolvent June 23, 1893. This bank had been designated by the commissioners in 1885 as the depository of the daily and monthly receipts of the Reservation, and was supposed to be in a prosperous condition. The above named amount was on deposit in the Cataract Bank at the time of its collapse. Assurances have been received that the amount will eventually be paid,

The Bank of Niagara, an institution recommended to the commissioners, has been designated as the depository of the daily and monthly receipts from the Reservation in place of the defunct Cataract Bank.

During the year the Comptroller was authorized by law to cancel the remaining Niagara Reservation bonds held by the State and amounting to \$300,000. The bonds were duly retired.

The monthly receipts from the Inclined Railway were as follows :

		From rentals.
1892.		
October	\$368 90	\$10 00
November.....	.....
December	15 25	
1893.		
January.....	1,025 65	
February.....	571 15	
March.....	97 25	
April.....	75 45	
May	395 85	300 00
June	453 25	310 00
July.....	1,691 20	610 00
August	2,159 70	310 00
September.....	1,695 85	800 00
	<hr/>	<hr/>
	\$8,549 50	\$2,340 00
Interest on balances in bank .....	..	34 35
		<hr/>
		8,549 50
Total.....		<hr/> <hr/>
		\$10,923 85



Disfigured Banks. Shore above the Bridge to the Islands, 1879.

The Legislature has made appropriations for maintenance, current expenses and salaries, as follows:

By chapter 336, Laws of 1883	\$10,000 00
By chapter 656, Laws of 1887	20,000 00
By chapter 270, Laws of 1888	20,000 00
By chapter 569, Laws of 1889	25,000 00
By chapter 84, Laws of 1890	20,000 00
By chapter 144, Laws of 1891	20,000 00
By chapter 324, Laws of 1892	20,000 00
By chapter 414, Laws of 1893	25,000 00
	<hr/>
	\$160,000 00
	<hr/>

For special improvements appropriations have been made as follows:

By chapter 570, Laws of 1889	\$15,000 00
By chapter 302, Laws of 1891	15,000 00
By chapter 356, Laws of 1892	15,000 00
By chapter 726, Laws of 1893	25,000 00
	<hr/>
Total	\$70,000 00
	<hr/>

In compliance with statutory directions the commissioners have remitted to the State treasury the receipts from the Reservation as follows:

From October 1, 1887, to September 30, 1888.....	\$9,331 55
From October 1, 1888, to September 30, 1889.....	7,393 77
From October 1, 1889, to September 30, 1890.....	7,670 29
From October 1, 1890, to September 30, 1891.....	9,327 67
From October 1, 1891, to September 30, 1892.....	9,823 03
From October 1, 1892, to September 30, 1893	10,923 85
	<hr/>
Total	\$54,470 16
	<hr/>

The Reservation was opened to the public July 15, 1885. From that day down to September 30, 1893, the State has advanced to the commissioners:

For maintenance	\$125,000 00
For special improvements	54,729 44
	<hr/>
Total	\$179,729 44
	<hr/>

Deducting from this, the amount paid into the State treasury by the commissioners, namely, \$54,470.16, and the remainder, \$125,259.28, is the amount actually expended by the State for the Reservation during a period of a little more than eight years, or about \$15,500 a year.

The receipts and earnings of the Reservation have been sent to the State Treasurer monthly, except a portion of the June receipts (\$566.95), which remains in the insolvent Cataract Bank.

Interest on balances in the Manufacturers' and Traders' Bank, Buffalo, has been remitted to the State treasurer quarterly.

The Comptroller has advanced to the commissioners quarterly a fourth part of the \$20,000 appropriated by chapter 324, Laws of 1892.

Of the treasurer's report herewith submitted, exhibiting in detail all receipts and disbursements for the fiscal year ended September 30, 1893, the following is a summary:

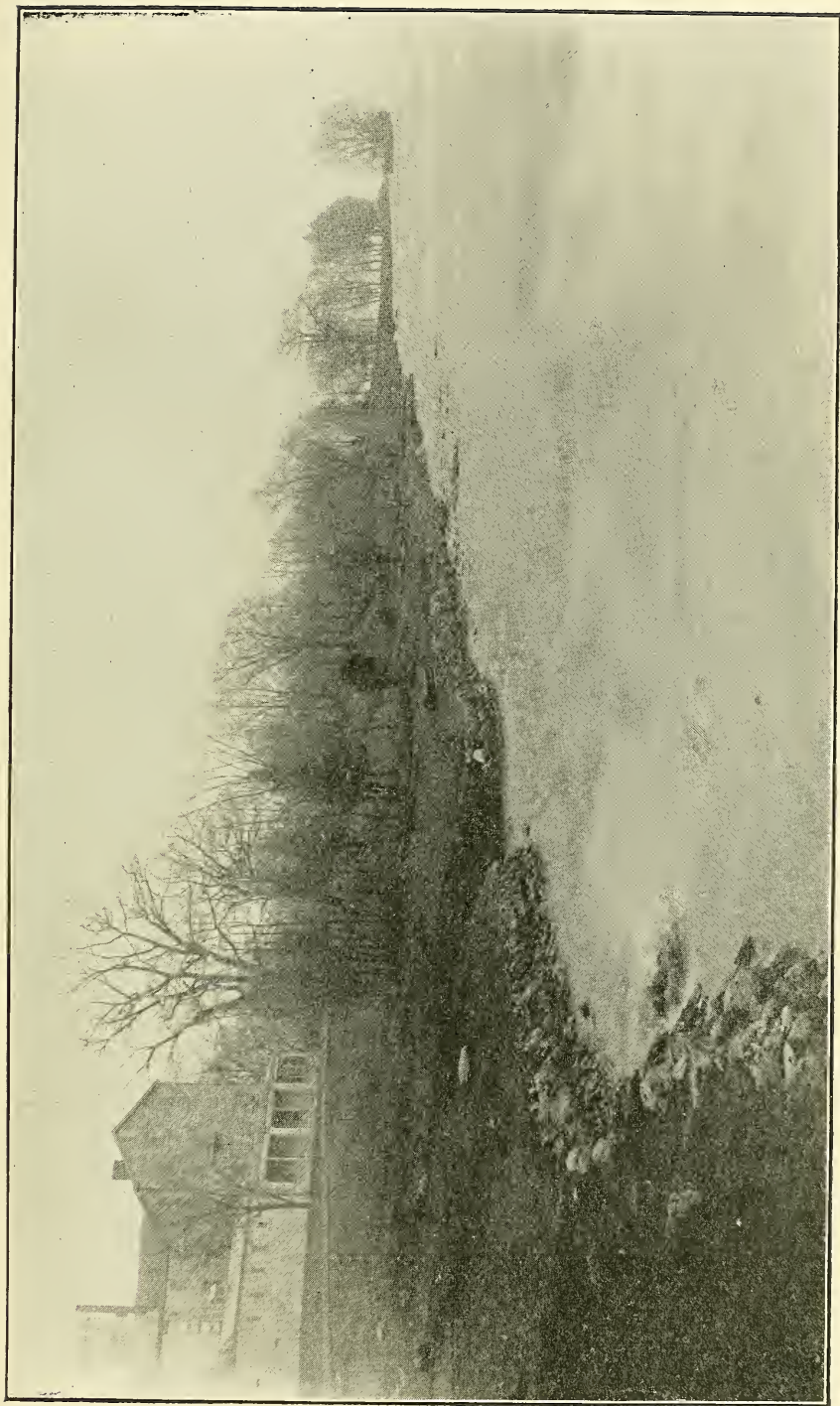
Balance on hand October 1, 1892.....	\$599 44
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RECEIPTS.

Inclined Railway.....	\$8,549 50	
Rentals	2,340 00	
Interest	34 35	
	<hr/>	10,923 85
From State treasury, as per chapter 324, Laws of 1892..		20,000 00
From State treasury, as per chapter 302, Laws of 1891 ..		1,140 32
From State treasury, as per chapter 356, Laws of 1892 ..		10,140 34
From State treasury, as per chapter 726, Laws of 1893 ..		9,730 11
		<hr/>
		\$52,534 06

PAYMENTS.

Pay rolls at Niagara (maintenance).....	\$14,447 01	
Labor, materials, superintendents' expenses,		
etc	4,336 61	
Commissioners, treasurer, traveling ex-		
penses, etc.....	1,620 15	
	<hr/>	\$20,403 77



Shore above the Bridge to the Islands, 1893.

Remitted to State Treasurer.....	\$10,923 85
Improvements, as per chapter 302, Laws of 1891.....	\$1,140 32
Improvements, as per chapter 356, Laws of 1892.....	10,140 34
Improvements, as per chapter 726, Laws of 1893.....	9,730 11
	<hr/> 21,010 77
Total	\$52,338 39
Balance September 30, 1893	195 67
	<hr/> \$52,534 06
Total receipts since organization of the commission	\$287,255 38
Total disbursements	287,059 71
	<hr/> Balance
	\$195 67

The following is "an estimate of the work necessary to be done and the expenses of maintaining said Reservation for the ensuing fiscal year," ending September 30, 1894:

CONSTRUCTION.

Grading, planting, bridges, etc.....	\$50,000
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MAINTENANCE.

Salaries, office and traveling expenses	\$4,500
Reservation police, etc.....	7,200
Mechanics and laborers.....	5,000
Materials, tools, trees, etc.....	7,000
Miscellaneous	1,300
Total	<hr/> \$25,000

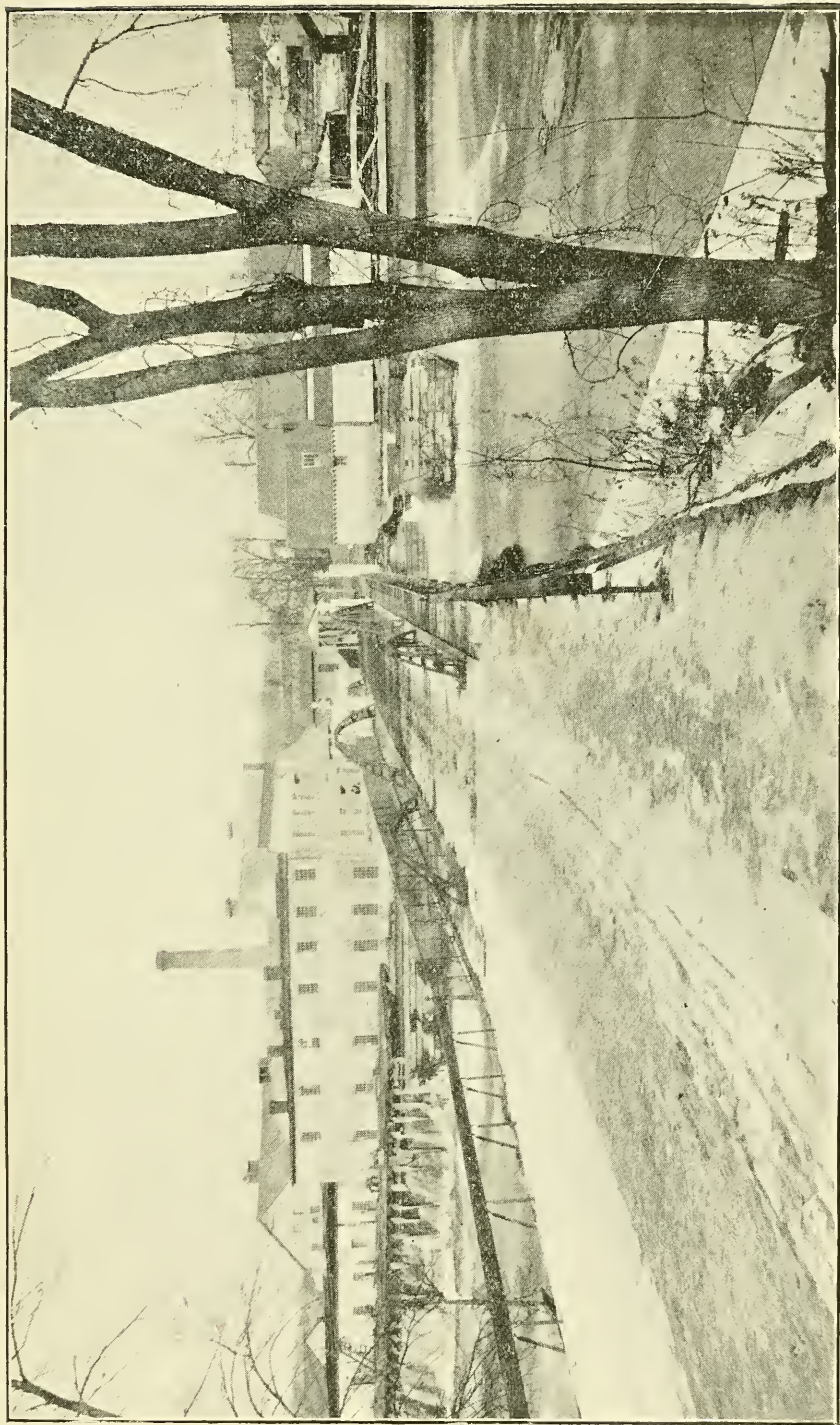
Estimated receipts from October 1, 1893, to September 30, 1894:

Inclined Railway.....	\$9,000
Cave of the Winds	1,200
Ferry and steamboat landing	1,000
Carriage service.....	100
Baggage room	50
Interest and other receipts.....	100
Total	<hr/> \$11,450

It has been an aim of the commissioners from the beginning to leave unmolested and to protect from injury, whether threatened by men, or imminent from the operation of the forces of nature, those portions of the Reservation that still preserved their original and distinctive natural character; and secondarily, to restore, as far as feasible, those portions that had suffered injury and defacement, to a condition that would be in harmony with those features of the scenery that had remained inviolate. Thirdly, it has been the duty of the commissioners to provide for the conveniences, safety, pleasure and instruction of the public.

The commissioners think that these duties have been performed as well and as promptly as the appropriations they have had would permit. In order to make a visit to Niagara in the highest degree interesting, profitable and delightful, it was and is recognizably incumbent upon the commissioners to discharge this threefold obligation. They were bound to see to it that the surroundings of the cataract were in such a condition as to give the people real pleasure as well as instruction, and to stimulate high thoughts and sentiments, which unless elicited by natural scenery of a grand and impressive character, might remain dormant and undeveloped.

A visit to Niagara should be an educational experience of genuine and permanent value. And that it may be so most completely it is necessary that the scenery in the immediate vicinity of the falls should be as nearly as may be what it originally was. Moreover, the people, through their representatives having decreed that the Reservation should be free, may be said to have expected, as far as a reasonable expenditure could further it, that the Reservation should be put in such a condition as to give them, when visiting it, the greatest pleasure and profit. It was the people's money that paid for the Reservation.



Disfigured Banks, Bath Island in the American Rapids, 1879

The movement that resulted in the establishment of the Reservation was very largely a popular movement, and it is remarkable that so many taxpayers not only approved of the expenditure of nearly a million and a half of dollars for the purchase of the lands of the Reservation, but actually petitioned the Legislature to pass the bill appropriating the money. Surely there are few people in this State who would maintain that the sum paid for the Reservation was unwisely invested, or that the \$125,259.28 expended since the lands were opened to the public more than eight years ago, was improperly applied.

Rather would it be reasonable to say that an intelligent people would have approved had a much larger expenditure been authorized and the resources of landscape architects tasked so as to produce natural effects that would leave the best and most enduring impressions upon visitors, and establish the most agreeable and perfect congruity between the grand spectacle of the falls and their surroundings. Nature herself did no more than this in the beginning, and all efforts should tend towards following her example and furthering her designs.

When we consider the unequalled distinction and fame of Niagara, it would seem that a large outlay would be justifiable. The rare splendor of the jewel demands an appropriate setting. Nor should improvements be undertaken at random, but rather in accordance with a plan that should commend itself to the highest taste.

The commissioners have previously expressed their disapproval of artificial and merely park-like improvements, excepting such as are absolutely necessary for the comfort of the people. In the restoration of the Niagara scenery they have other functions than those of a board of park commissioners. Probably no board ever had functions precisely similar.

A detailed account of the work of the year is contained in the annual report of the superintendent which is herewith submitted.

Accompanying this report is an essay entitled Historic Niagara, kindly furnished by Hon. Peter A. Porter, of Niagara Falls; also a list of books relating to Niagara by Cyrus K. Remington, Esq., of Buffalo.

ANDREW H. GREEN,

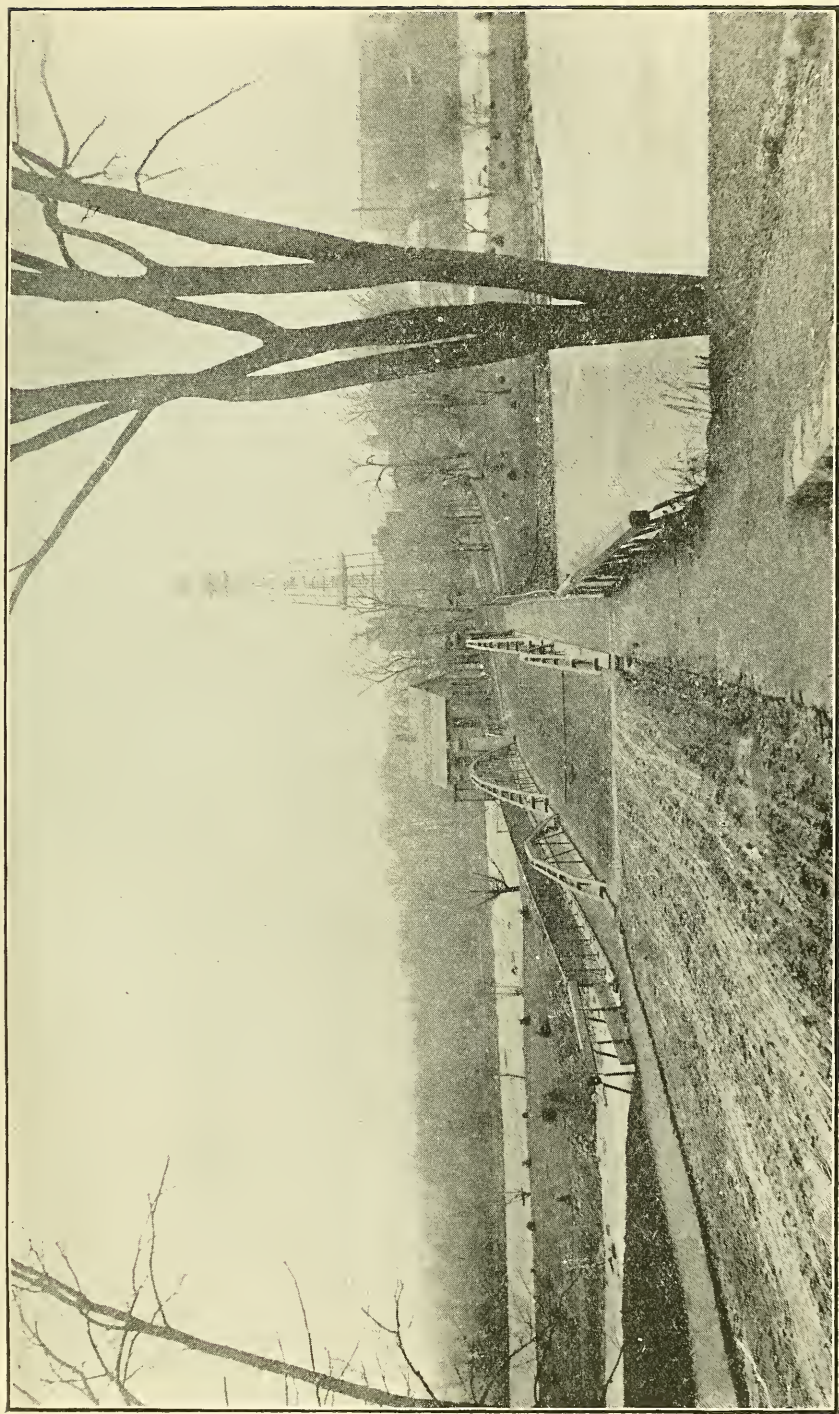
President.

JOHN M. BOWERS,

ROBERT L. FRYER,

WILLIAM HAMILTON,

Commissioners of the State Reservation at Niagara.



Bath Island, :893

Report of the Superintendent.

To the Board of Commissioners of the State Reservation at Niagara:

GENTLEMEN.--I respectfully submit the annual report of the Superintendent.

The work done during the fiscal year includes the removal of the retaining wall along the shore between the grove and the bridge to the islands, filling the tail races and grading the river bank in that locality, the construction of retaining walls and iron guard railings at the entrance to the bridge to the islands, the grading of the river bank above Bridge street, the construction of a gravel walk from the bridge to the top of the bluff, filling and grading the site of the old canal above and below Bridge street, arching over the outlet of the Cataract House conduit, filling, grading and sodding around the lake in Prospect Park, discontinuing the road at Prospect Point, curbing and paving the carriage turnouts at the Horseshoe Falls and at the Inclined Railway building, constructing gravel walks at Prospect Point, on Goat Island and on Bath Island, graveling the Riverway from Niagara street to Mill slip, graveling Falls street, Bridge street and the road on Bath Island, rebuilding a retaining wall on Goat Island, rebuilding stone crosswalks at Falls street and the Riverway, rebuilding Luna Island stairway, extending the iron guard railing at the Horseshoe Falls, building an addition to the cottage on Goat Island, building iron gates for Inclined Railway building, building a temporary waiting room at the foot of the Inclined Railway building; widening Niagara street entrance to Prospect Park, and leveling, grading and seeding down the margin of the road on Goat Island.

Grading.

The stone retaining wall, which extended from the grove to the bridge at the islands, has been removed down to high-water mark. To prevent erosion the shore has been riprapped with large stones taken from the retaining wall and from the walls of the old canal. The river bank from the grove to the bridge to the islands has been sloped, graded and sown with grass seed.

The bank at each side at the approach to the bridge has been supported by rustic stone and covered with sod.

The pier and gates above Bridge street have been removed. The walls of the lower race have been taken down and the excavation filled.

The site of the raceway has been graded and all traces of it removed.

The bluff above the bridge to the islands, extending along the shore from Bridge street to Mill slip, has been graded and sown with grass seed.

Two thousand yards of filling have been placed around the lake in the grove. The margin of the lake has been graded and covered with sod. A drain pipe has been laid in the overflow and the channel formerly used for an overflow filled.

A large amount of filling has been done on the river bank, in the grove and at the old French landing.

The retaining wall on the left, at the entrance to Goat Island, was moved outward by the frost allowing the bank to slide. The wall has been taken down and rebuilt and the bank repaired and resodded.

Roads.

Four thousand seven hundred and seventy-five yards of gravel have been placed on the Riverway, between Niagara street and Mill slip, and the road on Bath Island.

The Turnout for carriages at the Horseshoe Falls has been reconstructed, and the Turnouts at the Horseshoe Falls, the Three Sister Islands and the American Falls on Goat Island have been paved with Medina block stone.

The Niagara street entrance to Prospect Park has been widened and the margins of the street at Niagara and the Riverway filled. The margin of the road near the rapids, in Prospect Park, has also been filled and graded.

The new road in Prospect Park has been graveled and is now in use. The fall rains made the gravel on the road through the woods on Goat Island soft and heavy. It has been removed and should be replaced by sharp clean gravel, or rock screenings.

Walks.

The gravel walk, sixteen feet in width, extending from the grove to the bridge to the islands, has been completed in accordance with the plan adopted by the board.

The plank walks at the approach to the bridge have been removed and gravel walks constructed on each side, adjacent to the railings.

Gravel walks have been constructed from Bridge street to the top of the bluff, at Mill slip, in accordance with the plan adopted.

The stone crosswalks at the junction of Falls street and the Riverway have been rebuilt, and the margins of the walks on Bath Island filled and covered with sod.

The old road on Goat Island has been repaired and is now a broad and pleasant footpath for visitors.

Trees.

One hundred and thirteen maples, seventy-six ash, fifty-five basswoods, thirty-six larch and thirteen elms, in all 293 trees, have been taken from the nursery and planted in the meadow on Goat Island; eleven maples, eight basswoods, twenty-one larch and two ash, taken from the nursery, have been planted along the Riverway. Seventeen spruce, five cedars and five maples have been taken from Prospect Park and planted along the shore, between the grove and the bridge to the islands.

Twelve *Ampelopsis Royalli* and six *Ampelopsis Vichii* have been planted around the office of the commissioners on Bath Island, the Inclined Railway building, and along the retaining wall on the Riverway.

The severe gale of May 23, 1893, overturned twenty-five large trees on Goat Island, one in the grove and one on the Riverway.

The slate-roofed building used for shelter at the Three Sister Islands was damaged by a falling tree.

Trunk Sewer.

During the year a brick-arch trunk sewer has been constructed by the city in the Riverway, from Falls street to Niagara street, being the outlet for the Falls street sewer.

An outlet was formerly obtained from Falls street to the river above the falls by a sewer through Prospect Park, which has now been discontinued.

In constructing the sewers in the Riverway provision was made for connection with the Reservation grounds.

The Cataract House Conduit.

The owner of the Cataract House has constructed, at his own expense, within the State Reservation, in accordance with plans approved by the board, an underground conduit from a point near the foot of Mill street to a point about 125 feet west of Mill slip. The conduit is built of stone, the thickness of the masonry being about eighteen inches. It

is six feet in width, the sides being three and one-half feet high, with semi-circular roof and invert floor, the greatest height being seven feet. The top of the stone arch is about eighteen inches below the surface of the ground. The conduit extends westerly from near the foot of Mill street about 500 feet. The owner of the Cataract House has also constructed a new outlet for the conduit in accordance with plans approved by the board. It consists of a tunnel of about the same form as the conduit, but of about one-eighth greater capacity. It is about 150 feet long and over one-half of its length required an excavation of thirty feet in depth.

The mouth of the outlet was an open cut, which, when the river bank above the bridge was graded, was very unsightly in appearance. The mouth of the outlet has been covered with low sloping brick arches supported by iron channel beams, extending to within a foot of the level of the water in the river and the entire work has been covered with loam and graded.

If at any time the present opening should prove insufficient it can be enlarged by removing one or more of the brick arches.

The Inclined Railway.

The conduit to supply water for the Inclined Railway was completed October 20, 1892, and has been in use since December 6, 1892.

The "Electric Light Fountain" in Prospect Park has been removed and a small lake constructed on the site, to serve as a reservoir for water for the operation of the Inclined Railway.

Iron beams have been laid across the part of the raceway remaining in Prospect Park, between which brick arches have been built the space covered with loam and the raceway entirely concealed from view.

The casing of the water wheel and the overflow have been rebuilt and the pier at the inlet to the conduit extended and a boom constructed to ward off the floating ice.

Substantial iron gates have been placed at the entrances to the Inclined Railway building to control crowds of visitors attracted to the ice bridge, which formed January 3, 1893, and attracted large numbers of visitors.

Waiting-room Destroyed.

During the late severe winter a great mass of snow and frozen spray accumulated on the long sloping roof of the Inclined Railway building. On March ninth, at 3 o'clock P. M., the ice slid down the

inclined roof and crushed the waiting-room at the bottom. The stove in the ticket office was overturned and the building took fire. Edmund G. Lane, the ticket man, was confined under the ruins of the building and the great mass of ice and was unable to escape. The city fire department was summoned and responded promptly. When the fire was extinguished Mr. Lane was found unconscious and badly burned. He has not yet recovered from his injuries and will probably be disfigured.

The waiting-room and toilet-rooms were entirely destroyed.

A temporary waiting-room was constructed for use during the summer months.

Every spring the accumulated mass of ice slides from the inclined roof of the railway building. The accident of March ninth was due to the very severe winter, which caused the mass of ice to be much greater than usual and the flat roof of the waiting-room was unable to stand the shock.

Once, before the Inclined Railway became the property of the State, an ice-slide crushed the waiting-room and destroyed the car at the bottom of the Inclined Railway.

Inclined Railway Building.

The Inclined Railway was completed and the operation of it commenced in the year 1844. It was operated from a stone structure on the high bank, through an open cut, to the river below the falls. In 1873 a stone arch was built in the cut and the cut filled. The stone building at the top was doubled in size and the frame structure, 240 feet long, covering the railing, rebuilt. During the winter of 1882, about 100 feet of the lower part of the frame structure were carried away by an ice-jam in the river. The frame structure was then shortened thirty feet and the waiting-room built on a higher level than it formerly occupied, where it remained until destroyed by the ice-slide of March ninth last.

The frame structure built in 1873 was extensively repaired in 1890, twenty-six of the sweep sections supporting the building were renewed, 3,000 feet of roofing replaced and the structure painted inside and out.

The stone structure contains the upper waiting-room, the operator's room, machine room, superintendent's office, office of the Reservation Carriage Service, and two toilet-rooms, located in the stone structure, built during the past year.

The stone building needs reshingling, otherwise it is in good condition. The frame structure is in fair condition and with incidental repairs will last for ten or more years.

For rebuilding the waiting-room at the bottom of the Inclined Railway two plans have been suggested, calculated to prevent the recurrence of such an accident as that of March ninth last.

First.—To continue the slope of the Inclined Railway structure over the waiting-room, so that the roof of the waiting room will be inclined stead of being flat. If this plan be adopted it will be necessary to commence the slope some distance up on the roof of the building to obtain head room in the waiting-room.

Second.—To construct a building with a steep hipped roof from which the ice would readily slide.

The size of the waiting-room destroyed was twenty-five by thirty-three feet. During the excursion season in the summer, and when an ice bridge formed in winter, the room was inadequate for visitors.

The locality will admit of an increase in the size of the room. Suitable ticket offices and toilet-rooms should be provided and a glass partition to separate the waiting-room from the Inclined Railway, so that the room can be comfortably warmed in winter. Spacious entrances, stairways and balconies should also be provided.

It is very desirable that a new waiting-room be provided as soon as possible. Owing to the ice and dampness the framed structure has to be replaced from time to time. It may be well to construct the waiting-room largely of steel and, when necessary, replace the present framed structure with a building of material similar to the waiting-room.

The machinery of the Inclined Railway has recently been overhauled, the cars renovated, the track leveled, new rails laid, and a new cable was attached on May eighteenth, so that, with the exception of the lower waiting-room, the inclined building is in good condition for the safety and accommodation of the public.

Reservation Carriage Service.

The Reservation Carriage Service has been successfully operated during the year.

The improvement in the roads within the Reservation has materially increased the efficiency of the service.

Complaint has been made that the drivers of the Reservation carriages discriminated against one or more places of business on the

Riverway by systematically stopping for visitors to alight at rival establishments. The superintendent has notified the manager of the service that no such discrimination as alleged will be allowed, under penalty of forfeiture of lease, and that the Reservation Carriage Service should be kept free from combination with liveries, stores and toll places.

The Cave of the Winds.

The stairways and bridges at the Cave of the Winds have been rebuilt and maintained by the lessee.

Complaint was made by the lessee of the use of the name "Cave of the Winds" on signs and advertisements in the Queen Victoria Niagara Falls Park.

The superintendent brought the matter to the attention of the president of the board.

The Steamboat Landing.

The dock has been kept in repair by the lessee.

The steamboat "Maid of the Mist" commenced running May second. During a part of the season two boats have been in operation. The result has been better service and greater safety to the traveling public.

Abuses at the Whirlpool Rapids.

As directed by the board, the superintendent investigated the complaint of alleged abuses at the Whirlpool Rapids and found the complaint well grounded.

Visitors are conveyed to the elevators, in that locality, without being informed that an entrance fee is charged (usually fifty cents for each person), of which the carriage driver, in most cases, receives one-half in the form of commission.

The fee is not collected when visitors enter the places and the signs telling the amount of the fee are so arranged as not to be easily seen until visitors are returning to their conveyance, when the toll is demanded.

As directed by the board, the superintendent petitioned the common council of the city for the passage of an ordinance requiring the proprietors of toll places to exhibit signs stating the prices of admission. The petition was referred to the committee on ordinances and no further action was taken.

The abuses mentioned are a source of hardship and injustice to visitors and of disgrace to Niagara Falls as a pleasure resort. The responsibility for their continuance rests entirely with the city government.

Saloons Adjacent to the Reservation.

During the year six licenses to sell intoxicating liquors were granted by the board of excise of the city to persons in the block on the river-way, between Falls street and Niagara street, adjacent to and fronting on the reservation in the neighborhood of the excursion grounds.

It is very essential to the maintenance of good order that no "Saloon" licenses be granted to persons fronting on the reservation. As directed by the board, the superintendent has requested the city board of excise to co-operate in preserving the attractiveness of the excursion grounds as a place of quiet and orderly resort for church, Sunday school and other societies.

The commissioners have the control of the street in the locality mentioned.

Buildings.

The division fence at Rapids street having been removed the gate house at that point may be removed to some more suitable locality.

During the coming year the buildings in the excursion grounds should be repaired and reshingled.

One or more buildings for shelter from rain storms are needed on Goat Island.

Twice during the year fires have occurred adjacent to the Reservation. There is no insurance on the buildings within the Reservation.

Stairways.

The lower half of the stairway leading to Luna Island has been moved in from the edge of the cliff and rebuilt.

Repairs have been made on the Biddle Stairway.

The Bridges.

Retaining walls have been constructed at the entrance to the bridge to the islands, in accordance with the plan adopted by the board.

The walls are constructed of large stones taken from the walls of the old canal. The foundations of the face walls are laid on the solid rock; the walls are laid in cement.

Iron guard railings of the design proposed by Mr. Calvert Vaux have been erected on the retaining walls.

Deputy State engineers and Messrs. Vaux, Cooper and Buck, of New York city, have visited the Reservation in relation to the proposed new bridges at Luna Island and the First Sister Island.

The present bridge at Luna Island is old; the locality is dangerous, and the proposed new bridge should be built as soon as possible.

On September 1, 1893, the bridges within the Reservation were examined by the State Engineer and Surveyor, the strains calculated and an exhaustive report on the condition and needs of the bridges submitted.

The pier adjacent to Bath Island under the main bridge has settled perceptibly. The pedestals supporting the trusses have been wedged up and leveled.

During the coming year the defective pier should be rebuilt, the wooden needle beams remaining in the bridges removed and iron beams substituted, the sidewalks of the bridges widened to accommodate the increased number of visitors, the woodwork thoroughly overhauled and the bridges replanked and repainted.

This will require a considerable expenditure, but it is very essential to the safety and convenience of the traveling public.

Licensed Carriage Drivers.

During the year nine complaints have been made against licensed carriage drivers. One licensed carriage driver has been excluded from the Reservation.

The changes made in the grounds during the past year, will probably necessitate new regulations for licensed carriage drivers.

The Exclusive Livery Privileges.

The exclusive livery privileges granted by the railroad companies have been the subject of litigation during the year; the case has not yet been determined. The monopoly and the attendant abuses complained of in previous reports continue to exist, and to the toll places, bazaars and photograph galleries heretofore operated in combination with the exclusive livery privileges have been added during the year, the bazaar and photograph gallery and the so-called "Cave of the Winds" at Table Rock, in the Queen Victoria Niagara Falls Park.

Police Constables.

The superintendent petitioned the board of police commissioners of the city for the appointment of the Reservation officers as special police constables, with the privilege of confining persons arrested by them in the police stations of the city, which has been granted.

More than Five Hundred Thousand Visitors.

It is estimated that the number of visitors during the year exceeded 500,000. During the months of May and June the number of visitors was greater than usual. The World's Fair attracted the western travel, so that the number of visitors during the "excursion season" was less than last year.

During the season 4,273 "excursion cars" arrived, bringing an estimated number of 256,380 persons.

An Elevator Wanted.

The Biddle Staircase, on Goat Island, by which access is had to the Cave of the Winds and the debris slope, between the American and the Horseshoe Falls, is old and dilapidated and should be replaced by a suitable elevator with a free stairway attached.

Such an elevator, operated for a nominal fee of five cents up or down, would be the source of revenue to the State, which, with the income received from the operation of the Inclined Railway, would eventually make the Reservation self-sustaining.

Employees.

The force regularly employed consists of eleven men, to wit: One superintendent, one clerk, six police and gatemen and three Inclined Railway men.

The following is a statement of the number of laborers and teamsters employed on maintenance and on the works of improvement during the months of the year:

MONTHS.	MAINTENANCE.		*IMPROVEMENT.		†Labor- ers.	‡IMPROVEMENT.	
	Labor- ers.	Team- sters.	Labor- ers.	Team- sters.		Labor- ers.	Team- sters.
1892.							
October	10	.....	75	5	10	.....	.....
November	14	.....	145	7	23	.....	.....
December	11	10	\$	.....	.....	.....	.....
1893.							
January	11	7	1	.....	.....	.....	.....
February	11	2	.....	.....	.....	.....	.....
March	10	1	.....	.....	.....	.....	.....
April	16	2	.....	.....	.....	.....	.....
May	16	2	.....	.....	.....	25	2
June	2	.....	.....	.....	.....	36	2
July	2	.....	.....	.....	.....	46	8
August .....	.....	.....	.....	.....	.....	52	6
September .....	.....	.....	.....	.....	.....	34	3

* Chapter 356, Laws of 1892. † Improvement, chapter 302, Laws of 1891. ‡ Chapter 726, Laws of 1893.
 § Twenty men on roll to November 17. ¶ Twenty-four men on roll to November 26.

Tabular Statements.

A statement of the excursions to the Reservation during the year is hereto appended; also, detailed statements of the receipts and expenditures by the superintendent, the amount of the pay-rolls for each month and classifications of the pay-rolls and accounts.

Respectfully submitted.

THOS. V. WELCH,
Superintendent.

EXCURSIONS FOR YEARS 1892-93.

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1892.			
Oct. 2	Buffalo, N. Y., via N. Y. Central Ry ...	26	1,560
2	Buffalo, N. Y., via Erie Ry.....	7	420
2	Lockport, N. Y., via N. Y. Central Ry..	4	240
2	Lockport, N. Y., via Erie Ry.....	2	120
4	Chicago, Ill., via L. S. & M. S. Ry. (Land League Congress).....	10	600
4	Chicago, Ill., via Nickle Plate (Land League Congress).....	10	600
4	Binghamton, N. Y., via D., L. & W. Ry...	9	540
5	Brooklyn, N. Y.....	7	420
5	Buffalo, N. Y., Y. M. C. Assn.....	4	240
5	Philadelphia, Pa., Special party via N. Y. C. and N. C. Ry.....	6	360
7	Buffalo, N. Y., Real Estate Congress, annual convention.....	9	540
9	Buffalo, N. Y., via N. Y. Central Ry...	16	960
9	Lockport, N. Y., via N. Y. Central Ry. and Erie Ry.....	4	240
12	Dunkirk.....	9	540
12	Via Western N. Y. & P. and Erie Ry..	10	600
13	State of Pa., Supts. of the Poor.....	10	600
13	Philadelphia, Pa.....	8	480
15	Rochester, N. Y., via West Shore Ry...	8	480
16	Buffalo, N. Y.....	20	1,200
16	Bethlehem, Pa., via D., L. & W. Ry...	8	480
16	New York city via Erie Ry.....	9	540
17	Maine, Gov. Burleigh and staff.....	3	180
19	York, Pa., Laurel St. Fire Engine Co...	2	120
23	Hartford Conn., Governor and staff....	10	600
27	Fort Worth, Kas., Excursion "Daily Gazette".....	1	60
28	New York city, Carriage Builders' Assn.	4	240
		216	12,960

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
Jan. 14	Buffalo, N. Y., via N. Y. Central Ry...	45	2,700
14	Buffalo, N. Y., via Erie Ry.....	8	480
14	Rochester, N. Y. and Lockport, via Erie Ry.	5	300
14	Rochester, N. Y., via N. Y. Central Ry..	10	600
20	New York, Jersey City and Binghamton, via Erie Ry	8	480
20	Olean, N. Y., "Newton Exc.," W. N. Y. & Pa. Ry	7	420
21	Jamestown, N. Y.	9	540
22	Buffalo, N. Y., via N. Y. C., M. C. & West Shore Ry	110	6,600
22	Philadelphia, Pa., via Lehigh Valley....	5	300
22	Rochester, N. Y.	4	240
22	Lockport, N. Y.	5	300
22	Via Erie R. R.	10	600
27	Washington, Philadelphia and Baltimore.	24	1,440
27	Buffalo, N. Y., via N. Y. Central Ry...	10	600
28	Rochester, Syracuse and Utica, via N. Y. C. Ry	12	720
28	Pittsburg, Pa., via Buff., Roch. & Pitts. Ry.	10	600
28	New York city, Jersey City, via Erie...	9	540
28	New York city, Albany and Utica.....	10	600
29	Columbus, O., Bradfcd, N. Y., and Olean, via B., N. Y. & P. R. R.	14	840
29	Erie, Pa., and Cleveland, O., via L. S. & M. S. Ry.	10	600
29	Buffalo, Lockport and Rochester, via N. Y. C.	12	720
		337	20,220
Feb.			
4	Philadelphia, Pa., special party	6	360
5	Philadelphia, Pa., via L. V. R. R	10	600
5	Buffalo, N. Y., via New York Central ..	30	1,800
5	Buffalo, N. Y., via Erie R. R.	10	600
5	Rochester, N. Y., via West Shore	5	300
11	Buffalo, N. Y., via N. Y. Central R. R..	10	600
11	Toronto, Ont	8	480
12	New York city, via N. Y. Central R. R.,	10	600
12	New York city and Jersey City, via Erie R. R.	8	480

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
Feb. 12	Rochester, Syracuse and Utica, via N. Y. Central	10	600
12	Buffalo, N. Y., via N. Y. Central R. R. .	20	1,200
12	Buffalo, N. Y., via Erie R. R.	10	600
12	Lockport, N. Y., via N. Y. Central R. R.,	5	300
12	Lockport N. Y., via Erie R. R.	4	240
12	Jamestown, N. Y., "Prescott Ex.," via B., N. Y. & P. R. R.	8	480
21	Detroit, Mich., Windsor and St. Thomas, Ont., via Michigan Central	8	480
22	Buffalo, N. Y.	10	600
22	Rochester, N. Y.	8	480
26	Buffalo, N. Y., via N. Y. Central & West Shore Ry.	10	600
26	Buffalo, N. Y., via Erie	5	300
26	Rochester, N. Y., via West Shore	4	240
		199	11,940
Mar. 4	Boston, Mass., Raymond party	2	120
5	Buffalo, N. Y., via N. Y. Central and W. S.	10	600
5	Rochester and Lockport, N. Y., via W. S.	5	300
		17	1,020
May 5	Buffalo, N. Y., Hotel Men's Association,	6	360
7	Vermont Press Association.	5	300
7	Buffalo, N. Y., via N. Y. Central Ry.	6	360
9	Buffalo, N. Y., Plumber's Convention. .	6	360
12	Lockport, N. Y., Arbor day, Union schools,	16	960
16	Harrisburg, Pa., "Riley Hose Co."	2	120
16	Boston, Mass., Raymond party	8	480
16	Boston, Mass., Cook party	4	240
16	Denver, Col., Baptist Del.	9	540
19	Wagner Johnson Exc., via R., W. & O. Ry.,	5	300
19	Boston, Mass., Raymond party	6	360
21	Bradford and Olean, via Erie Railway. .	5	300
21	Rochester, N. Y., via Erie Railway.	9	540
21	Buffalo, N. Y., via N. Y. Central.	16	960
21	Augusta, Me., Gov. Cleves & Ex-Gov. Connor	7	420
22	Re-union 'Twenty-eighth Regt. N. Y. S. V.,	2	120

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
May 22	New Jersey, spl. party ret. from Chicago,	5	300
23	New York, Lutheran Y. M. Association,	5	300
23	Duluth, Min., Swedish Ex. to Europe..	3	180
24	Toronto, Welland, St. Catherines & Lon don, Ont.	10	600
25	Boston, Mass., Raymond excursion ...	5	300
26	Hamburg, Germany, special party	2	120
26	Philadelphia, Pa., Knights Templers....	2	120
28	Rochester, N. Y., via Erie Railway.....	7	420
28	Elmira & Binghamton, via Erie Railway,	16	960
28	Buffalo, N. Y., via Erie Railway.....	2	120
28	Buffalo, N. Y., via N. Y. Central.	20	1,200
29	Boston, Mass., Raymond party.....	15	900
30	Buffalo, N. Y., Com. Ins. agts.....	2	120
30	Rochester, N. Y., Decoration Day Ex., via N. Y. C. R. R.	14	840
30	Cleveland, O., Decoration Day Ex., Lake Shore R. R.	10	600
30	Prescott's Excursion, via N. Y. & P. R.R.,	9	540
30	Buffalo and Black Rock, Legion Select Knights.....	12	720
30	Buffalo & Black Rock, via N. Y. C. Ry.,	10	600
31	Buffalo & Black Rock, via Str. Harrison,	3	180
		264	15,840
June 2	Boston, Mass., Raymond party.....	6	360
2	Boston, Mass., Johnson party.....	1	60
4	Berlin, Germany, special party.....	2	120
4	Buffalo, N. Y., via N. Y. Cent. Ry	15	900
4	Lockport, N. Y., via Erie & N. Y. C. Ry.,	4	240
7	Boston, Mass., Raymond party.....	5	300
7	Buffalo, N. Y., Holy Angel's Academy..	2	120
7	Buffalo, N. Y., Germ.-Am. Technologists,	3	180
9	Sanborn, N. Y., schools.....	2	120
9	Buffalo, N. Y., via Str. Harrison	3	180
9	Buffalo, N. Y., via N. Y. Cent. Ry	65	3,900
9	Rochester, N. Y., via West Shore Ry ...	8	480
9	Lockport, N. Y., via N. Y. Cent. & Erie Ry.	8	480
11	Berlin, Germany, special party	2	120
11	Buffalo, N. Y., union bricklayers	5	300
11	Buffalo, N. Y., via N. Y. Cent. Ry	14	840
11	Lockport, N. Y.....	4	240

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
June 13	Boston, Mass., Johnson party.....	1	60
13	Brazil, special party	1	60
13	Baltimore, Md., special party	4	240
13	Buffalo, N. Y., special party, via steamer Harrison	3	180
14	Boston, Mass., Church excursion agent ..	8	480
15	Olean & Emporium via W. N. Y. & Penn. Ry.....	10	600
15	Erie, Pa., special party	5	300
15	Boston, Mass., Johnson party	2	120
15	Spain, Princess Eulalia and party	1	60
16	European excursion, Cook & Sons.....	5	300
16	Buffalo, N. Y., Salvation Army	1	60
17	European excursion, Cook & Sons.....	6	360
17	Buffalo, N. Y., Str. Harrison	2	120
17	Buffalo, N. Y., special party	4	240
17	Toronto, Ont., Court Britannia Foresters,	8	480
18	Elmira & Hornellsville, Prescott's Exc...	15	900
18	Jamestown, N. Y., Pacius Singing Soc...	6	360
18	Rochester, N. Y., special, via West Shore Railway	10	600
18	Buffalo, N. Y., via N. Y. C. Ry.....	45	2,700
18	Buffalo, N. Y., Erie Ry.....	10	600
18	Lockport, N. Y., Erie Ry	3	180
18	Lockport, N. Y., Central Ry.....	4	240
18	Boston, Mass., Raymond party	10	600
18	Farmville and Carbondale, via Erie Ry ..	11	660
19	Australia, German party	2	120
19	Boston, Mass., Church exc. agent.....	6	360
20	Toronto, Ont., Church of the Ascension.	5	300
20	Ottawa, Can., Cricket club	6	360
21	Battery "M," reunion.....	2	120
22	European excursion, Cook & Son.....	2	120
22	Toronto, Ont., St. Alban's church	6	360
22	Boston, Mass., Raymond party.....	9	540
23	Boston, Mass., Johnson party	2	120
23	Turkey, Turkish party.....	2	120
23	Philadelphia, Pa., via Penn. R. R	10	600
24	Buffalo, N. Y., Lovejoy M. E. church...	4	240
24	Jamestown, N. Y., Equitable Union	6	360
24	Buffalo, N. Y., via N. Y. C. & Steamer Harrison	10	600
25	Brooklyn, N. Y., special party, mayor and council.....	6	360
25	Providence, R. I., special party	7	420

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
June 25	Buffalo, N. Y., via N. Y. C. & West Shore	26	1,560
25	Lockport, N. Y., via N. Y. C. & Erie ...	5	300
25	Cleveland, O., via Steamer Harrison	5	300
25	Jamestown, N. Y.	6	360
27	Buffalo, N. Y., Equitable Aid Union ...	6	360
28	Philadelphia, special party, L. V. R. R..	9	540
28	Binghamton, N. Y.	7	420
28	Oswego, N. Y., via R., W. & O. Ry.	5	300
28	Brooklyn, N. Y., special party.	6	360
28	Boston, Mass., special party.	6	360
28	Via W. N. Y. & P. R. R.	8	480
29	Tonawanda, N. Y., German Evangelical Lutheran church	5	300
30	Boston, Mass., Johnson party.	4	240
		507	30,420
July 1	Buffalo and Cleveland, via Ry. and water, Toronto and Hamilton, Ont., via G. T. & Mich. Central.	15	900
1	Lancaster, N. Y., via Erie.	20	1,200
1	Jamestown, N. Y., via Erie.	4	240
1	Jamestown, N. Y., via Erie.	4	240
2	New York city, "Franz Abt. Schuller" Society	8	480
2	Rochester, N. Y., via West Shore Ry ..	8	480
2	Buffalo, N. Y., via Ry. and water	24	1,440
2	Lockport, N. Y., via New York Central.	5	300
3	Buffalo, N. Y., I. O. O. F., Patriarchs Militant.	8	480
3	New York city, Union Maennerchor Society	8	480
3	Buffalo, N. Y., Public School No. 38	5	300
3	Erie, Pa., Prescott Exc., via Erie Ry ...	8	480
3	Boston, Mass., Raymond Exc.	9	540
3	European party, Smith Polytechnic.	10	600
3	Bradford, Pa., Strobby Mine.	3	180
4	Tonawanda and Buffalo, via Erie Ry ...	7	420
4	Buffalo, N. Y., via N. Y. Central	30	1,800
4	Buffalo, N. Y., via Str. Harrison	10	600
4	Buffalo, N. Y., via Erie Ry.	10	600
4	Buffalo, N. Y., via West Shore Ry	10	600
4	Buffalo, N. Y., via Mich. Central Ry ...	10	600
4	Rochester, N. Y., via West Shore Ry ...	11	660
4	Via N. Y., L. E. & Western Ry	10	600

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
July 4	Via R., W. & O. Ry	10	600
4	Via B., N. Y. & P. Ry	10	600
4	Via Nickel Plate.....	10	600
4	Via Buff., Roch. & Pitts. Ry.....	9	540
4	Via Lehigh Valley and Reading Ry....	11	660
5	Boston, Mass., Raymond party.....	10	600
5	Montreal, Can. (en route), Christian Endeavor	24	1,440
6	Chautauqua, N. Y.....	8	480
6	Toronto, Ont., Cook's church	4	240
6	New York city, Germ.-Am. wholesale grocers	6	360
7	Jamestown, N. Y., Swedish Mission Soc.,	9	540
7	Boston, Mass., Johnson party.....	2	120
7	St. Petersburg, Russian Comm.....	3	180
8	Buffalo, N. Y., half holiday excursion...	8	480
8	New York city via N. Y. Central and Michigan Central	16	960
9	Buffalo, N. Y., via Erie Ry.....	3	180
10	Bowmansville, Ont	4	240
10	Wilby, Oshawa, Can.....	16	960
11	Niagara District, Y. P. Soc., via R., W. & O., N. Y. C., and West Shore Ry..	16	960
11	Buffalo, N. Y., St. Joseph's academy....	4	240
11	Montreal, Can., Christian Endeavor Soc..	10	600
12	Buffalo, N. Y., sp'l party Str. Harrison .	6	360
12	New York city, "Germania Manuerchor."	5	300
12	Pennsylvania, Gov. Pattison and staff ...	4	240
13	Bath and Plattsburgh, N. Y.....	9	540
13	Via Del., Lackawanna & Western Ry....	8	480
13	Buffalo, N. Y., Seneca St. M. E. church..	10	600
13	Boston, Mass., Raymond party.....	9	540
13	Toronto, Ont., Caledonia society.....	8	480
14	Philadelphia, Pa., special party	9	540
14	Boston, Mass., Cook & Son	8	480
14	New York city, "Liederkrantz".....	8	480
14	Lockport, N. Y., M. E. and Congrega- tional churches.....	9	540
15	St. Louis, Mo., "Appollo Gasaugverein,"	9	540
15	Hamilton, Ont., employes Sanford, M'fg Co.....	26	1,560
16	Buffalo, N. Y., via N. Y. Central, W. S., and L. V. Ry.....	75	4,500
16	Buffalo, N. Y., via Erie Ry	12	720
16	Buffalo, N. Y., via Str. Harrison.	10	600

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
July 16	Rochester, N. Y., via Erie and West Shore Ry.	15	900
16	St. Louis, Mo., "Froshein" Singing Soc..	6	360
17	Toronto, Ont., Vincent de Paul Society..	12	720
17	Toronto, Ont., M. E. church (colored) ..	8	480
18	Rochester, N. Y.	10	600
18	Dundas, N. Y., Baptist church	10	600
18	Buffalo, N. Y., "Knights of Maccabees,"	9	540
18	Philadelphia, Pa., special party	8	480
19	Hamilton, Ont., Wholesale and Retail Grocers	10	600
19	Toronto, Ont., Commercial Travelers Union	8	480
19	Buffalo, N. Y., Conv. Fast Frt. Agts....	4	240
20	Lockport, N. Y., M. E. Church	8	480
20	Toronto, Ont., Locomotive Firemen....	8	480
20	Buffalo, N. Y., via Str. Harrison.....	7	420
21	Woodstock, Ont., Karns Piano and Organ Manufactory.	12	720
22	Rome, N. Y., via R., W. & O. Ry.....	10	600
22	Hamilton, Ont., cotton factory employes.	10	600
22	Chautauqua, N. Y., Newton Exc.....	12	720
22	Toronto, Ont., Christy Brown Basquit Manufacturing Company	10	600
22	Buffalo, N. Y., via rail and water	12	720
23	Pittsburg, Pa., via B., R. & P. Ry	14	840
23	Pittsburg, Pa., via W. N.Y. & Pa. R. R.	12	720
23	Buffalo, N. Y., via N.Y. Cen. & Erie R. R..	74	4,440
23	Buffalo, N. Y., via Steamer Harrison ...	10	600
24	Buffalo, N. Y., I. O. of Good Templars..	10	600
24	Salamanca, N. Y., via W. N. Y. & P. Ry..	7	420
24	Toronto, Ont., drug clerks	8	480
25	Oil City, Pa., via N. Y. & P. Ry	8	480
25	Youngstown, N. Y., via N. Y. Central..	5	300
26	Lockport, N. Y., German Lutheran ch...	8	480
27	Batavia, N. Y., G. A. R.	5	300
27	Buffalo, N. Y., Catholic orphans	3	180
28	Kenmore, N. Y., Epworth League	2	120
28	Boston, Mass., Johnson party	2	120
29	Buffalo, N. Y., via rail and water	10	600
29	New York city, "Turnverein"	6	360
30	Via Buffalo Roch. & Pitts. Ry.	10	600
30	Via B., N. Y. & Pa. Ry	10	600
30	Buffalo, N. Y., via rail and water	50	3,000
30	Lockport and Rochester, via West Shore..	10	600

EXCURSIONS — (*Continued*).

Date	WHERE FROM.	Number of cars. 𐄡	Estimated number of visitors.
1893.			
July 31	Buffalo, N. Y., Newsboys and Boot- blacks Home.	2	120
31	Jersey City, N. J., Turnverein	2	120
31	Boston, Mass., Raymond party.....	4	240
		1, 116	66, 960
Aug. 1	Meadville, Pa., "Hope Hose," via Erie Ry..	9	540
1	Toronto, Ont., St. Paul's church.....	5	300
2	Buffalo, N. Y., St. Luke's church, German.	12	720
2	Chautauqua, N. Y., Newton's excursion..	7	420
2	Bath, N. Y., Soldier's Home Band.....	10	600
3	Via Buffalo, N. Y. & Pa. railway	8	480
4	Brampton, Ont., Epworth League.....	2	120
5	Oswego & Charlotte, via R., W. & O. Ry..	10	600
5	Rochester via N. Y. Central Ry.....	10	600
5	Hamilton, Ont., Caulder's Tailors and Clothiers.....	8	480
5	Toronto, Ont., Grevy's machine works ..	8	480
5	Buffalo, N. Y., half holiday.....	12	720
6	Wilkesbarre and Scranton, via Erie Ry..	10	600
6	Rochester, N. Y., via Erie & Central Ry..	16	960
6	Buffalo, N. Y., via Central railway.....	44	2, 640
6	Buffalo, N. Y., via Str. Harrison	8	480
6	Buffalo, N. Y., via Erie railway	14	840
6	Lockport, N. Y., via Erie railway	2	120
7	Whitbe, Ont., via Str. Garden City	5	300
8	Fergus, Ont., Order of A. O. U. W....	6	360
8	Buffalo, N. Y., Grace M. E. church	8	480
8	Buffalo, N. Y., Str. Harrison.....	6	360
9	Woodstock, Ont., A. O. U. W.....	8	480
9	Toronto, Ont., I. O. O. F.	8	480
9	Buffalo, N. Y., via Str. Harrison	6	360
10	Buffalo, N. Y., via Str. Harrison	4	240
10	Boston, Mass., Johnson party.....	3	180
11	Brantford, Ont., M. E. Ch. S. S.....	8	480
12	Via R., W. & O. Ry., farmers' exc.....	10	600
12	Hamilton, Ont., bolt and nut mach. wks..	8	480
12	Buffalo, N. Y., half holiday exc.....	10	600
13	Buffalo, N. Y., via N. Y. Cent. & Erie Ry.....	64	3, 840
13	Jamestown, N. Y., via N. Y. Cent. & Erie Ry.....	9	540

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
Aug. 13	Rochester, N. Y., via West Shore & Erie Ry.....	15	900
13	Lockport, N. Y., via N. Y. Cent. Ry.....	8	480
13	Boston, Mass., Raymond party.....	8	480
14	Polytechnic Society of America.....	6	360
14	Geulph, Can., I. O. of Foresters.....	8	480
14	Toronto, Ont., Cent. M. E. Ch.....	8	480
15	Springfield, N. Y., United Ch. and S. S....	12	720
15	Western New York, Ancient Order Hibernians.....	25	1,500
15	Chautauqua, N. Y.....	8	480
15	Lockport, N. Y., Engl. Lutheran church..	8	480
15	Albany, N. Y., Jackson Military Corps .	2	120
16	Gowanda, N. Y., fire department.....	9	504
17	Westfield, N. Y., fire department.....	8	480
17	Tonawanda, N. Y., Germ. Luth. Ch.....	8	480
17	New York city, Cook & Son Exc.....	7	420
17	Via R., W. & O. Ry., farmers' exc.....	9	540
17	Acton, Ont., A. O. U. W.....	7	420
19	Toronto, Ont., Plumbers & Gas Fitters' Union.....	9	540
19	Toronto, Ont., Typographical Union.....	9	540
19	St. George, Can., Mechanics Inst.....	7	420
19	Buffalo, N. Y., half holiday	10	600
19	Chicago, Ill., Y. M. Christian Assn.....	3	180
20	Jamestown, N. Y., Y. M. Christian Assn.,	2	120
20	Rochester, N. Y., via R. W. & O. R. R.,	9	540
20	Buffalo, N. Y., via N. Y. C. and Erie R.R.,	60	3,600
20	Buffalo, N. Y., via Str. Harrison	8	480
20	Lockport, N. Y., via N. Y. C. and Erie Ry	7	420
21	New York city, Electrical Eng. Corps..	5	300
21	Brantford, Ont., M. E. Ch. and S. S.....	7	420
22	Oswego and Charlotte, via R., W. & O. Ry.,	12	720
22	New York state, Knights of Maccabees, Del.....	42	2,520
22	Chautauqua, N. Y., Newtown Exc.....	12	720
22	Via Lehigh Valley Ry.....	22	1,320
23	Rochester, N. Y., via West Shore Ry..	10	600
23	Beamsville, Ont.....	9	540
24	Orleans Co. picnic.....	24	1,440
24	Bath, N. Y.....	10	600
24	Marrilla, N. Y., M. E. Ch. and S. S.....	4	240
24	Lockport, N. Y.....	4	240
25	Baltimore, Md., Merchants and Mfg. Assn.,	6	360

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
Aug, 25	Galt, Ont., civic holiday	8	480
25	Toronto, Gray & Bruce Ry., Ont.	12	720
25	World's Fair Exc. via. L. S. & M. S. Ry..	5	300
26	London, Ont., civic holiday	12	720
26	Buffalo and Tonawanda, via Str. Harrison.	8	480
26	Buffalo, N. Y., half holiday	14	840
26	Auburn, N. Y., via N. Y. Central Ry...	12	720
26	Rochester, N. Y., via West Shore	10	600
26	New York city, World's Fair Exc.	9	540
26	Hespler, Ont., Hespler band.	5	300
27	Rochester, N. Y., via Erie Ry	10	600
27	Rochester, N. Y., via West Shore	10	600
27	New Castle, via Buff., Roch. & Pitts. Ry.,	9	540
27	Via W. N. Y. & Pa. Ry	9	540
27	Cleveland, O., via lake and river	9	540
27	Buffalo, N. Y., via N. Y. Central Ry ...	52	3,120
27	Lockport, N. Y., via N. Y. Central and Erie Ry.	7	420
28	Toronto, Ont.	10	600
28	Rochester, N. Y., via Erie Ry	4	240
28	Toronto, Ont., Odd Fellows	18	1,080
29	Chautauqua, N. Y., Newton's Exc.	10	600
29	Via Nickel Plate Ry.	10	600
29	Via Buffalo, Roch. & Pitts. Ry	9	540
30	Hamilton, Ont., Knights of Maccabees..	8	480
31	Erie Pa., Clark's Business College	6	360
31	North East, Pa., Y. P. Baptist Union...	6	360
31	Buffalo, N. Y., Free Baptist Ch. and S. S..	5	300
31	Elmira, N. Y., via Erie Ry	6	360
		1,098	65,880
Sept.			
1	Rockwood, Ont., Foresters	10	600
1	Reading, Pa., Liberty Fire Co.	3	180
3	New England States, G. A. R. Depart- ment convention	8	480
3	Rochester, N. Y., via West Shore Ry...	8	480
3	Buffalo, N. Y., via N. Y. C. and Erie Ry..	32	1,920
3	Buffalo, N. Y., via Str. Harrison	6	360
3	Rochester, N. Y., via Erie Ry.	3	180
4	Rochester, N. Y., via West Shore Ry...	8	480
4	Lockport, N. Y., N. Y. Central Ry.	3	180
4	Buffalo, N. Y., via N. Y. Central and West Shore Ry	20	1,200

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
Sept. 4	Buffalo, N. Y., via Str. Harrison	4	240
5	Buffalo, N. Y., Zion's church and S. S. . .	8	480
6	Via Western N. Y. & Pa. R. R.	8	480
7	Boston, Mass., Johnson party	1	60
7	Boston, Mass., Raymond party	8	480
7	Hartford, Conn.	3	180
9	Athens, via Lehigh Valley Ry.	2	120
9	France, party of civil engineers.	2	120
10	Philadelphia, Pa., Manuf. Club.	4	240
10	Rochester, N. Y., via West Shore Ry. . .	10	600
10	Buffalo, N. Y., via N. Y. Central Ry. . .	53	3,180
10	Buffalo, N. Y., via Erie Ry.	8	480
10	Buffalo, N. Y., via Str. Harrison.	8	480
10	New York city, via Erie Ry.	7	420
10	Buffalo, N. Y., via Erie Ry.	2	120
12	Allentown, Pa., via Western N. Y. & Pa. R. R.	10	600
12	Philadelphia, Pa., via Lehigh Val. R. R. .	12	720
13	Buffalo, N. Y., Knights Templar.	12	720
13	Buffalo, N. Y., via steamer Harrison. . .	10	600
13	Buffalo, N. Y., Odd Fellows convention. .	12	720
14	Toronto, Ont., Canadian Electrical conv.,	2	120
14	Boston, Mass., World's Fair excursion. . .	5	300
14	Boston, Mass., Fusileer Veterans.	6	360
14	Buffalo, N. Y., via steamer Harrison. . .	5	300
15	Boston, Mass., E. M. Church party.	7	420
16	Mexico, Pan-American Medical Congress. .	4	240
16	Norwich, Conn., via Erie railway.	3	180
16	Rochester, N. Y., via Erie railway.	3	180
17	Buffalo, N. Y., via M. C. N. Y. Central and Erie railway.	50	3,000
17	Buffalo, N. Y., via steamer Harrison. . .	8	480
17	Maine Press Association.	4	240
18	Baltimore, Md., Business Men's Asso'n. .	7	420
18	Hancock, Pa., via Erie railway.	5	300
23	Canandaigua, N. Y., hop pickers.	14	840
23	Boston, Mass., Raymond party.	8	480
24	Carbondale, Pa., via Erie railway.	10	600
24	Hornellsville, N. Y., via Erie railway. . .	4	240
24	Syracuse and Rochester, N. Y., via W. S. .	10	600
24	Buffalo, N. Y., via N. Y. Central.	43	2,580
24	Lockport, N. Y., via N. Y. C. and Erie. .	6	360
25	Reading, Pa., Friendship Vol. Firemen's Association.	2	120
25	Philadelphia, Pa., special party.	10	600

EXCURSIONS — (*Continued*).

Date.	WHERE FROM.	Number of cars.	Estimated number of visitors.
1893.			
Sept. 28	Boston, Mass., Johnson party	4	240
28	Boston, Mass., Raymond party	5	300
30	Athens, via Lehigh Valley railway	9	540
		519	31,140

RECAPITULATION.

Year.	MONTH.	Number of cars	Estimated number of visitors.
1892	October	216	12,960
1893	January	337	20,220
1893	February	199	11,940
1893	March	17	1,020
1893	May	264	15,840
1893	June	507	30,420
1893	July	1,116	66,960
1893	August	1,098	65,880
1893	September	519	31,140
		4,273	256,380

REPORT OF THE TREASURER

FOR THE

FISCAL YEAR BEGUN OCTOBER 1, 1892, AND ENDED
SEPTEMBER 30, 1893.

THE COMMISSIONERS OF THE STATE RESERVATION AT NIAGARA,
in account with HENRY E. GREGORY, *Treasurer.*

1892.

Oct.	1.	Balance on hand this date	\$599 44
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RECEIPTS.

Oct.	11.	Quarterly advance from the State Comptroller	\$5,000 00
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1893.

Jan.	6.	Quarterly advance from the State Comptroller	5,000 00
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April	5.	Quarterly advance from the State Comptroller	5,000 00
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July	7.	Quarterly advance from the State Comptroller	5,000 00
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20,000 00

*Special appropriation as per chapter 302,
Laws of 1891, for "the construction of
roads, walks and other improvements on
the Reservation."*

1892.

Oct.	15.	Payment by the State Comptroller on account	\$395 19
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Nov.	12.	Payment by the State Comptroller on account	475 88
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Dec.	8.	Payment by the State Comptroller on account	269 25
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1,140 32

*Special appropriation as per chapter 356,
Laws of 1892.*

1892.

Oct.	15.	Payment by the State Comptroller on account	\$2,860 50
Nov.	12.	Payment by the State Comptroller on account	3,187 43
Nov.	26.	Payment by the State Comptroller on account	1,947 50
Dec.	8.	Payment by the State Comptroller on account	494 13
Dec.	30.	Payment by the State Comptroller on account	290 78

1893.

March	2.	Payment by the State Comptroller on account	472 04
May	31.	Payment by the State Comptroller on account	887 96
			<hr/> \$10,140 34

*Special appropriation as per chapter 726,
Laws of 1893.*

1893.

June	6.	Payment by the State Comptroller on account	\$1,289 60
June	21.	Payment by the State Comptroller on account	471 00
July	12.	Payment by the State Comptroller on account	2,173 70
Aug.	10.	Payment by the State Comptroller on account	2,540 66
Sept.	7.	Payment by the State Comptroller on account	2,557 29
Sept.	13.	Payment by the State Comptroller on account	697 86
			<hr/> 9,730 11

1892.

Nov.	1.	Draft on Cataract Bank for Octo- ber receipts.....	\$378 90
Dec.	31.	Draft on Cataract Bank for December receipts	15 25

1893.

Feb.	1.	Draft on Cataract Bank for January receipts.....	\$1,025 65	
March	1.	Draft on Cataract Bank for February receipts.....	571 15	
March	31.	Draft on Cataract Bank for March receipts.....	97 25	
May	1.	Draft on Cataract Bank for April receipts.....	75 45	
June	1.	Draft on Cataract Bank for May receipts.....	695 85	
July	3.	Draft on Cataract Bank for June receipts.....	763 25	
Aug.	1.	Draft on Bank of Niagara for July receipts.....	2,301 20	
Sept.	1.	Draft on Bank of Niagara for August receipts.....	2,469 70	
Sept.	30.	Draft on bank of Niagara for September receipts.....	2,495 85	
			<hr/>	\$10,889 50

1892.

Dec.	31.	Interest on balances in Manufacturers and Traders' Bank...	\$12 47	
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1893.

March	31.	Interest on balances in Manufacturers and Traders' Bank...	6 54	
June	30.	Interest on balances in Manufacturers and Traders' Bank...	5 33	
Sept.	30.	Interest on balances in Manufacturers and Traders' Bank...	10 01	
			<hr/>	34 35
				<hr/>
				\$52,534 06

EXPENDITURES.

1892.	No. of abstract.	No. of voucher.		
Oct. 11.	LXX	942	G. H. Dunston, printing.....	\$553 75
	LXX	943	Niagara Falls Water-Works Co.....	70 00
	LXX	944	Dan'l Batchelor, comr., traveling expenses..	15 90

1892.	No. of abstract.	No. of voucher.		
Oct. 31.	LXX	945	Hotel Kaltenbach, prest's hotel ex- penses.....	\$9 75
Nov. 1.	LXX	946	Pay-roll at Niagara for October	1,230 61
	LXX	947	Jas. McCarthy, roads,	98 00
	LXX	948	Thos. V. Welch, supt., office expenses, etc.,	49 72
Dec. 1.	LXX	949	Pay-roll at Niagara for November	1,209 66
	LXX	950	Jas. McCarthy, roads,	85 75
	LXX	951	Thos. V. Welch, supt., office expenses, etc.,	49 91
15.	LXX	952	Lack. Iron and Steel Co., rails.....	259 28
	LXX	953	Geo. E. Wright, labor and material	35 12
	LXX	954	P. B. Secord, repairs..	138 32
	LXX	955	L. Ellenbaum, coal...	12 00
	LXX	956	O. Canfield, coal....	9 00
	LXX	957	T. E. McGarigle, rps.,	61 70
	LXX	958	P. C. Flynn & Son, painting	70 48
	LXX	959	Hard w i c k e & Co., hardware	201 74
	LXX	960	Geo. E. Wright, build- ings.....	345 00
	LXX	961	Jas. O'Brien, stone...	10 00
	LXX	962	W. Shepard, building steps, etc	89 58
	LXX	963	John Johnson, tools..	35 55
	LXX	964	McDonald & Welch, coal	39 45
	LXX	965	Phillips & Co. build- ings.....	185 28
	LXX	966	Henry E. Gregory, treas. and sec., ex- penses, etc.....	47 77

1892.	No. of abstract.	No. of voucher.			
Dec. 15.	LXX	967	Henry E. Gregory, treas and sec., salary Oct. and Nov.....	\$183 33	
	LXX	968	W. Ames & Co., in- clined railway.....	15 90	
	LXX	969	Wentworth & Taylor, inclined railway ...	86 89	
				<hr/>	\$5,199 44
1893.					
Jan. 5:	LXXI	970	Dan'l Batchelor, comr., traveling expenses,	\$23 98	
	LXXI	971	Henry E. Gregory, treas. and sec., salary for December	91 67	
6.	LXXI	972	Pay-roll at Niagara for December	1,801 20	
	LXXI	973	Thos. V. Welch, supt., office expenses, etc.,	49 39	
Feb. 1.	LXXI	974	Pay-roll at Niagara for January	1,599 41	
	LXXI	975	Thos. V. Welch, supt., office expenses.....	22 05	
2.	LXXI	976	James Mooney, comr., traveling expenses,	49 27	
				<hr/>	3,636 97
16.	LXXII	977	John Hodge, comr., traveling expenses,	\$51 00	
	LXXII	978	Dan'l Batchelor, comr., traveling expenses,	6 15	
March 1.	LXXII	979	Pay-roll at Niagara for February	1,291 73	
	LXXII	980	Thos. V. Welch, supt., office expenses, etc.,	42 80	
	LXXII	981	Henry E. Gregory, treas. and sec., salary for January, Febru- ary and March ...	275 00	
	LXXII	982	Henry E. Gregory, treas and sec., ex- penses, etc	44 98	
				<hr/>	1,711 66

1893.	No. of abstract.	No. of voucher.		
April 7.	LXXIII	983	Pay-roll at Niagara for March.....	\$1,257 66
	LXXIII	984	Thos. V. Welch, supt., office expenses.....	26 15
29.	LXXIII	985	T. R. Thomas & Co., seed.....	18 36
	LXXIII	986	O. Canfield, coal.....	18 00
	LXXIII	987	McDonald & Welch, coal.....	100 83
	LXXIII	988	L. Ellenbaum, coal...	6 00
	LXXIII	989	P. B. Secord, build- ings.....	13 61
	LXXIII	990	Geo. Haeberle, build- ings.....	70 91
	LXXIII	991	T. E. McGarigle, build- ings.....	19 05
	LXXIII	992	E. O. Babcock, sta- tionery	16 90
	LXXIII	993	Hardwicke & Co., tools, etc	52 31
	LXXIII	994	Phillips & Co., tools, etc.....	4 74
	LXXIII	995	Phillips & Co., build- ings.....	240 13
	LXXIII	996	Henry E. Gregory, treas. and secret'y, office expenses.....	26 79
	LXXIII	997	Maloney & McCoy, ice.....	91 00
				<hr/>
				\$1,962 44
May 1.	LXXIV	998.	Niagara Falls Water- Works Co.....	\$70 00
	LXXIV	999.	Pay-roll at Niagara for April.....	1,431 92
	LXXIV	1,000.	Thos. V. Welch, supt., office, etc	14 50
8.	LXXIV	1,001.	John Hodge, com'r, traveling expenses.	29 60

	1893.	No. of abstract.	No. of voucher.			
May	8.	LXXIV	1,002.	John Hodge, com'r, traveling expenses.	\$6 79	
		LXXIV	1,003.	Dan'l Batchelor, com'r, traveling expenses.	23 00	
					<hr/>	\$1,575 81
June	1.	LXXV	1,004.	Pay-roll at Niagara for May	\$1,287 91	
		LXXV	1,005.	Thos. V. Welch, supt., office, etc.....	48 17	
	7.	LXXV	1,006.	Dan'l Batchelor, com'r, traveling expenses.	20 26	
	27.	LXXV	1,007.	H. E. Gregory, treas. and sec'y, office, etc.	79 23	
					<hr/>	1,435 57
July	8.	LXXVI	1,008.	Geo. Haeberle, lumber,	\$27 92	
		LXXVI	1,009.	Phillips & Co., in- clined railway.....	7 38	
		LXXVI	1,010.	Thos. E. McGarigle, tools.....	11 78	
		LXXVI	1,011.	Wm. Shepard, mason work.....	60 92	
		LXXVI	1,012.	Wm. Wall's Sons, cable,	99 36	
		LXXVI	1,013.	T. R. Thomas & Co., seed	9 18	
		LXXVI	1,014.	Hardwicke & Co., hardware	175 60	
		LXXVI	1,015.	P. C. Flynn & Co., painting	41 70	
		LXXVI	1,016.	P. J. Davy, repairs ..	63 74	
					<hr/>	497 58
	8.	LXXVII	1,017.	Pay-roll at Niagara for June	\$927 92	
		LXXVII	1,018.	Thos. V. Welch, supt., office expenses, etc.,	42 55	
		LXXVII	1,019.	Dan'l Batchelor, com'r, traveling expenses,	18 31	
		LXXVII	1,020.	H. E. Gregory, treas. and sec'y, salary April, May and June,	275 00	

1893.		No. of abstract.	No. of voucher.		
Aug. 1.	LXXVII	1,021.		Pay-roll as Niagara for July	\$925 66
	LXXVII	1,022.		Thos. V. Welch, supt., office expenses, etc.,	47 40
Sept. 1.	LXXVII	1,023.		Pay-roll at Niagara for August.....	841 67
	LXXVII	1,024.		Thos. V. Welch, supt., office expenses, etc.,	47 43
	5.	LXXVII	1,025.	Dan'l Batchelor, comr., traveling expenses.,	35 42
	28.	LXXVII	1,026.	Milton C. Johnson & Co., stationery.....	32 25
		LXXVII	1,027.	Rehm & Co., national flag	9 75
	30.	LXXVII	1,028.	Henry E. Gregory, treas. and secy., sal- ary July, Aug. and September	275 00
		LXXVII	1,029.	Henry E. Gregory, treas. and sec'y, office expenses, etc.	31 95
		LXXVII	1,030.	Pay-roll at Niagara for September	841 66
		LXXVII	1,031.	Thos. V. Welch, supt., office expenses, etc.	32 33
					<hr/>
					\$4,384 30
					<hr/>
					\$20,403 77
					<hr/>

*Payments out of \$15,000 appropriated by chapter 302,
Laws of 1891.*

1893,		Series B. Abstract.		
Oct. 17.	VII		43. Geo. E. Wright, build- ings.....	\$88 53
	VII		44. Geo. W. Tift & Sons, stairway.....	7 10
	VII		45. Geo. E. Wright, stair- way	121 16
	VII		46. Wm. Shepard, stairway	36 30
	VII		47. Kearney & Barrett, Goat Island Road..	142 10

1893.	No. of Abstract. Series B.	No. of voucher.		
Nov. 14.	VII		48. Pay-roll at Niagara, Goat Island Road..	\$385 75
	VII		49. W. J. Hogan, Goat Island Road.....	90 13
Dec. 8.	VII		50. Pay-roll at Niagara, Goat Island Road..	197 50
	VII		51. Jas. Hawley.....	71 75
				<hr/>
				\$1,140 32

*Payments out of \$15,000 appropriated by chapter
356, Laws of 1892.*

Series C.				
Oct. 17.	III		19. Niagara Falls printing house	\$7 00
	III		20. B. H. Randolph, print- ing	2 50
	III		21. Wm. Shepard, mason,	338 48
	III		22. Estate of H. S. Ware, plumbing, etc.....	423 37
	III		23. Geo. E. Wright, car- penter.....	297 03
	III		24. Wm. Pool & Son, printing	2 50
	III		25. W. J. Hogan, grading,	77 87
	III		26. Wm. Thurecht, grad- ing.....	83 13
	III		27. Patrick Murphy, in- specter	78 00
	III		28. N. Passaquay, grading,	32 38
	III		29. Thos. Lane, grading..	5 25
	III		30. James Hawley, grad- ing.....	84 88
	III		31. Jas. R. Hayes & Co., conduit	528 99
	III		32. Pay-roll at Niagara, grading.....	899 12
Nov. 14.	III		33. James R. Hayes & Co., conduit	1,854 21
	III		34. James R. Hayes & Co., conduit.....	276 60

COMMISSIONERS OF THE STATE RESERVATION AT NIAGARA. 49

		No. of abstract. 1893. Series C.	No. of voucher.			
Nov.	14.	III	35.	James Hawley, grad-		
				ing.....	\$89 25	
		III	36.	Thomas Lane, grading,	81 38	
		III	37.	Patrick Murphy, grad-		
				ing	78 00	
		III	38.	Pay-roll at Niagara,		
				grading	807 99	
	26.	III	39.	Pay-roll at Niagara,		
				grading.....	1,947 50	
Dec.	8.	III	40.	Pay-roll at Niagara,		
				grading	214 00	
		III	41.	Patrick Murphy, grad-		
				ing	78 00	
		III	42.	J.S. Pattison, grading,	45 50	
		III	43.	W. J. Hogan, grad-		
				ing	73 50	
		III	44.	Thomas Lane, grad-		
				ing.....	51 63	
		III	45.	Patrick McCoy, grad-		
				ing.....	31 50	
						\$8,489 56
	30.	IV	46.	Rodgers & Clement,		
				grading.....	\$34 99	
		IV	47.	Humbert & Oliver,		
				grading.....	10 70	
		IV	48.	Kearney & Barrett,		
				grading.....	7 00	
		IV	49.	Kearney & Barrett,		
				grading.....	128 00	
		IV	50.	New Jersey Steel &		
				Iron Co., grading..	90 09	
		IV	51.	Edward Conway, grad-		
				ing.....	20 00	
						290 78
Mch.	3.	V	52.	Wm. Shephard, grad-		
				ing.....	\$472 04	
						472 04
June	1.	VI	53.	Geo. K. Radford, C.		
				E., grading.....	\$887 96	
						887 96

*Payments out of \$25,000 appropriated by chapter 726,
Laws of 1893.*

1893.	No. of abstract. Series D.	No. of voucher.			
June 7.	1		1. Wm. Thurecht & Son, roads.....	\$1,193 75	
	I		2. R. D. Young, grading,	95 85	
					\$1,289 60
22	II		3. Pay-roll at Niagara, grading.....	\$409 50	
	II		4. R. D. Young, grading,	61 50	
July 13.	II		5. Pay-roll at Niagara, grading.	1,381 75	
	II		6. Kearney & Barrett, Goat Island road....	194 00	
	II		7. Geo. E. Wright, buildings	305 55	
	II		8. Wm. Shepard, cross- walks, etc.....	277 00	
	II		9. E. C. Duthe, roads..	15 40	
Aug. 11.	II		10. Pay-roll at Niagara, grading.....	2,059 88	
	II		11. Wm. Shepard, roads,	276 48	
	II		12. Hardwicke & Co., hydrant.....	66 38	
	II		13. Humbert & Oliver, grading.....	26 92	
	II		14. Kearney & Barette, roads.....	111 00	
Sept. 8.	II		15. Pay-roll at Niagara, grading.....	2,254 64	
	II		16. Jackson Architectural Works, railing....	250 00	
	II		17. P. J. Davy, railing..	52 65	
14.	II		18. Wm. Shepard, railing,	697 86	
					8,440 51

Remittances to the State Treasurer.

1892.

Nov.	1.	Draft for October receipts.....	\$378 90
Dec.	31.	Draft for December receipts	15 25

1893.

Feb.	1.	Draft for January receipts.....	\$1,025 65	
Mch.	1.	Draft for February receipts.....	571 15	
Mch.	31.	Draft for March receipts.....	97 25	
May	1.	Draft for April receipts	75 45	
June	1.	Draft for May receipts.....	695 85	
July	3.	Draft for June receipts.....	763 25	
Aug.	1.	Draft for July receipts.....	2,301 20	
Sept.	1.	Draft for August receipts	2,469 70	
	30.	Draft for September receipts.....	2,495 85	
			<hr/>	\$10,889 50

1892.

Dec.	31.	Interest for quarter remitted.....	\$12 47
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1893.

Mch.	31.	Interest for quarter remitted.....	6 54	
June	30.	Interest for quarter remitted.....	5 33	
Sept.	30.	Interest for quarter remitted.....	10 01	
			<hr/>	34 35
				<hr/>
				\$52,338 39
Sept.	30.	Cash balance in treasurer's hands.....	195 67	
			<hr/>	\$52,534 06
			<hr/>	<hr/>

HENRY E. GREGORY,
Treasurer.

BUFFALO, N. Y., *December 22, 1893.*

HON. ANDREW H. GREEN, *President the Commissioners of the State Reservation at Niagara, 214 Broadway, New York city :*

MY DEAR SIR. — At the last meeting of the commissioners you directed the executive committee to examine the annual report of the treasurer for the fiscal year ending September 30, 1893.

As member of such committee I have the honor to report that I have examined his statement, with the vouchers, abstracts, monthly and weekly statements of Reservation receipts; also receipts from the State Treasurer and bank pass-book and find the same correct in every particular.

I have returned to the treasurer all of the papers except his annual report, which I transmit to you.

If you desire from me a report in any other manner than the above, kindly advise me and I will endeavor to comply with your desires.

Wishing you the compliments of the season and with assurances of regard and esteem,

I am, faithfully yours.

ROBT. L. FRYER.

CLASSIFICATION OF ACCOUNTS.

Police	\$5,400 00
Goat Island	761 75
Prospect Park.....	1,010 50
Bath Island.....	50 25
Salaries (Niagara).....	2,899 98
Secretary and treasurer.....	1,100 00
Seed.....	27 54
Surveying	2 25
Secretary and treasurer (office expenses)	92 22
Office expenses (Niagara).....	312 02
Ice.....	91 00
Flag (national emblem)	9 75
Stationery	49 15
Signs	41 70
Hardware	18 92
Walks	159 76
Water pipes	107 92
Printing	553 75
Water supply.....	248 35
Secretary and treasurer (traveling expenses)	95 40
Commissioners' expenses	332 53
Buildings	824 93
Roads	2,193 46
Conduit.....	7 50
Grading.....	26 57
Inclined railroad	3,506 43
Coal	185 28
Tools	225 76
Water rates	70 00

\$20,403 77

SPECIAL IMPROVEMENTS UNDER CHAPTER 302 OF THE
LAWS OF 1891.

Roads	\$887 23	
Stairways	164 56	
Buildings	88 53	
	<hr/>	\$1,140 32

SPECIAL IMPROVEMENTS UNDER CHAPTER 356 OF THE
LAWS OF 1892.

Conduit.....	\$2,749 80	
Water	10 60	
Buildings	1,048 28	
Grading.....	6,248 53	
Roads	83 13	
	<hr/>	10,140 34

SPECIAL IMPROVEMENTS UNDER CHAPTER 726 OF THE
LAWS OF 1893.

Roads	\$2,214 28	
Grading	5,354 79	
Walks	453 75	
Stairways.....	156 71	
Bridges	22 53	
Buildings	173 40	
Fire hydrant.....	66 38	
Crosswalks	225 39	
Paving.....	62 37	
Iron railings	302 65	
Wall	697 86	
	<hr/>	9,730 11
		<hr/>
		\$41,414 54
		<hr/>

Commissioners of the State Reservation at Niagara.

Appointed May 2, 1883.

Martin B. Anderson.	Sherman S. Rogers.
William Dorsheimer.	Andrew H. Green.
J. Hampden Robb.	

Appointed May 11, 1888.

Andrew H. Green.	John Hodge.
James Mooney.	John M. Bowers.
William H. Watson.	

Appointed February 12, 1889, in place of William H. Watson who declined.

Daniel Batchelor.

Appointed March 2, 1893.

Andrew H. Green.	Robert L. Fryer.
John M. Bowers.	William Hamilton.
George Raines.	

Presidents of the board.

Martin B. Anderson	May 29, to June 9, 1883.
William Dorsheimer	June 9, 1883, to March 26, 1888.
Andrew H. Green	May 26, 1888.

Treasurer and Secretary.

J. Hampden Robb	May 29, 1883, to November 22, 1883.
Leighton Williams	November 22, 1883, to January 1, 1887.
David Gray	January 1, 1887, to January 30, 1888.
Henry E. Gregory	January 30, 1888.

Superintendent.

Thomas V. Welch	July 16, 1885.
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Report on Roadway from the Reservation to Lake Ontario.

STATE OF NEW YORK:

OFFICE OF THE STATE ENGINEER AND SURVEYOR, }
ALBANY, N. Y., *January 19, 1893.* }

*To the Honorable the Commissioners of the State Reservation at
Niagara :*

GENTLEMEN.—I am in receipt of the following communication from your honorable body :

“*Resolved*, That the State Engineer be requested to report to this board what steps should, in his judgment, be taken to lay out and construct a roadway from the Reservation to Lake Ontario.”

Replying thereto beg to say that I have, as well as time and circumstances would permit, made examinations of all available data and studies of the subject-matter embodied in your resolution and would most respectfully make the following suggestions and recommendations:

There are two schemes that have been suggested as a proper solution of the problem; the one a grand boulevard extending from the Reservation park to Lake Ontario, a distance of fifteen miles; the other a like boulevard extending from the park to a point near the whirlpool, a distance of about three miles. To make this last-named completely successful in every respect, there ought to be co-operation between the representatives of our own and those of Victoria Park Reservation, through which co-operation a bridge spanning the river near the whirlpool might be constructed and a grand driveway, similar to the one proposed for the American side, be built from the Canadian terminus of the proposed bridge to the terminus of the existing suspension bridge near the falls. Whichever of the two schemes may be adopted there would be necessary the construction of several miles of highway of magnificent proportions. In order that this proposed driveway shall be commensurate with its surroundings and of such a character as shall entitle it to appellation of grand,

it should have, including carriage way, foot walks, drainage gutters and spaces for shade trees, a width of not less than 130, or, better still, 150 feet. What proportion of this width should be devoted to carriage way, or what portion of the width so devoted shall be macadamized may be made a matter of after study and consideration, but suffice to say that the cost per mile of such a boulevard as herein described must be reckoned in the tens of thousands of dollars, and it is not reasonable to expect that any Legislature would appropriate a sum sufficient for the completion of this work in a single year.

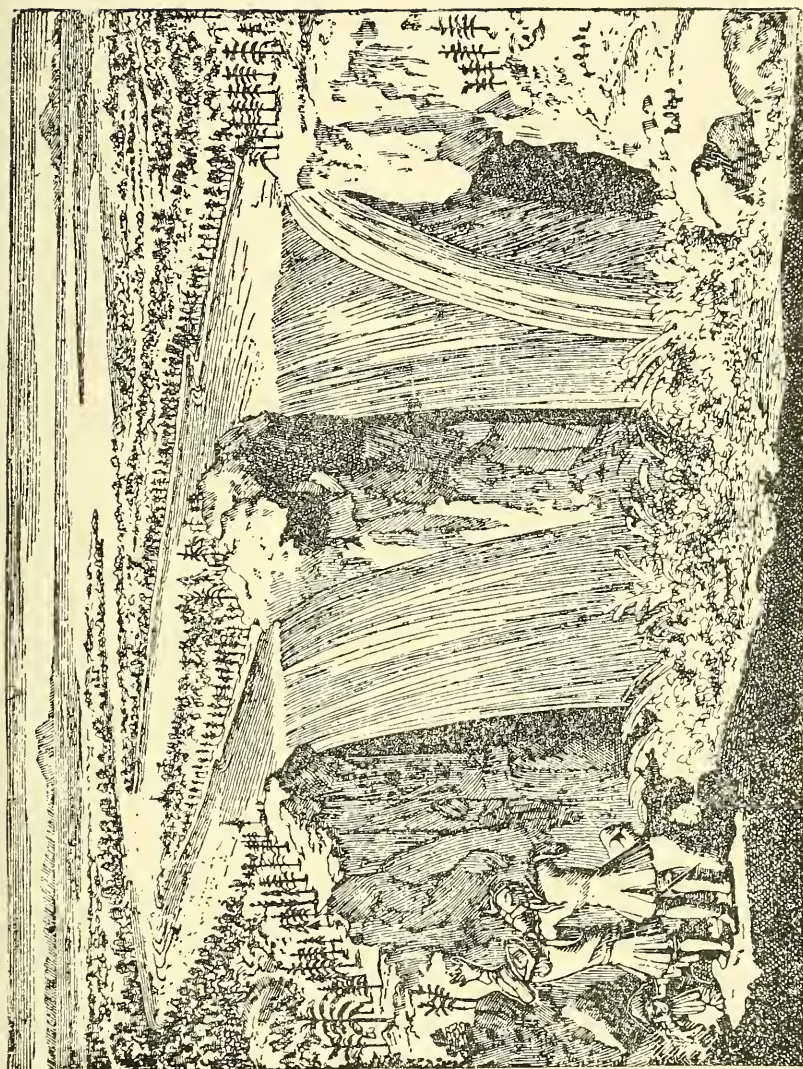
As there are no great engineering difficulties likely to be encountered in the prosecution of the proposed work, and as each and every mile constructed would be immediately available and beneficial upon its completion, there seems to be no good reason why the necessary preliminary legislation, and a moderate appropriation should not be asked of this Legislature and the work begun upon some well-defined plan during the coming season.

It would be impossible to determine the aggregate cost of this work until some plan has been settled upon, and even then there would be required further surveys and estimates before anything like a fair approximation of cost could be made, but as the amount required will undoubtedly be large, it were better perhaps that such legislation be asked as will permit the issuance of State bonds sufficient for the completion of the work. As soon as some plan of operation shall be adopted, the necessary field work could be begun and such alignment of the proposed driveway located as shall give the best possible view of the Niagara gorge (without sacrificing in too great a degree easy gradients or abnormally increasing the cost of the work) and the necessary cross-sections made from which the cost could be estimated. I would therefore respectfully recommend that the necessary steps looking toward the required preliminary legislation be taken at once, and, with this object in view, shall be pleased to meet, for the purpose of consultation, your honorable body, or a committee thereof, at any time and place that you may suggest.

Trusting that the matter herein contained may be of some service to you, I am,

Yours very respectfully.

M. SCHENCK,
State Engineer and Surveyor.



FAC-SIMILE OF A VIEW OF NIAGARA FALLS BY FATHER HENNEPIN.

(From the *Original Utrecht Edition*, 1697.)

HISTORIC NIAGARA.

By PETER A. PORTER.

Famous all over the world as Niagara is to-day, in its scenic, botanic, geologic and hydraulic aspects, it is equally famous, equally interesting, and equally instructive in its various and numerous historic features. And in using the words of our title we use them in their broadest and noblest sense ; employing the word "historic" to cover all those multitudinous phases of this region's existence and condition at which a true student of history instinctively looks; and using the word "Niagara," not in that circumscribed meaning which takes in only the Falls and their immediate surroundings, but making it cover both banks of this famous river from its source to its mouth. To treat of such a broad subject within the narrow limits of a few pages will permit of only the briefest reference to any point.

EARLY MENTION OF NIAGARA.

Just when white men first saw the Falls we can not accurately say. This great cataract was known in a general way to the Indians of North America, who dwelt far from it and who had never seen it, probably before Columbus sailed on his first voyage of discovery. At any rate, within fifty years after Columbus landed at San Salvador (to be exact, in 1535), its existence was well known to the Indians on the Gulf of the St. Lawrence, and, through them, to at least one boat load of adventurous Europeans. In that year Jacques Cartier made his second voyage to this Continent, and the Indians told him in reply to his inquiries regarding the source of the St. Lawrence, that "after ascending many leagues among rapids and waterfalls he would reach a lake (Ontario), 140 or 150 leagues broad, at the western end of which the waters were wholesome and the winters mild ; that a river emptied into it from the south which had its source in the country of the Iroquois ; that beyond the lake he would find a cataract and a portage; then another lake (Erie) about equal to the former, which they had never explored." This is related by Marc Lescarbot, who in 1609 published

his History of New France, in which he describes Cartier's second voyage. During the hundred years succeeding that voyage, the Falls may have been visited at any time, by any of the adventurous explorers, traders and seamen sent out by France to resume explorations in the New World, although they have left us no record of any such visitations. Samuel De Champlain in his "Des Sauvages," published in 1603 and describing his first voyage to the St. Lawrence in that year, refers to the Falls in unmistakable language though not by name, and it is not probable that he ever saw them. In his 1613 volume, describing his voyages up to that date, he locates them very accurately on his map as a "waterfall," but not by name; and in his 1632 edition, he both locates them correctly, though not by their name, on his map, and further refers to them in his description of the map itself. In 1641, the Jesuit Father L'Allement in his letters to his superior, speaking of the Indian tribes, refers to the "Neuter nation (Onguiaahra), having the same name as the river;" and in 1648 the Jesuit Father Ragueneau in a similar letter says, "North of the Eries is a great lake fully 200 leagues in circumference called Erie, formed by the discharge of the *Mer Douce* (Lake Huron), which falls into a third lake called Ontario, though we called it Lake St. Louis, over a cataract of fearful height." In 1656 Sanson located the Falls accurately on his map and called them "Ongiara," and in 1660 De Creuxius in his *Historiae Canadensis* noted them as "Ongiara Catarractes." In 1678, Father Louis Hennepin, who accompanied La Salle, tells us that "he personally" visited the Falls, and in his first book, *Louisiana*, published in 1683, describing La Salle's explorations and adventures in this section of the country, applies the name Niagara both to the river and to the Falls, and gives the earliest, though a very brief description of the Falls themselves. In 1688, Coronellis's map of this region locates the Falls and first uses the name "Niagara" in cartography, a name used from that date without change. In 1691, Father Le Clercq, in his "Establishment of the Faith" (from which work Father Hennepin is accused of plagiarizing certain parts of his famous "New Discovery"), also speaks of "Niagara Falls." But it is in Father Hennepin's "New Discovery" just referred to, published in 1697, that we find the first real description of them preserved to us in type, and which we quote below; and in that volume is also given the first illustration of the Falls, which is reproduced herewith.

The chapter No. VII is entitled "A description of the fall of the river Niagara which is to be seen betwixt the lake Ontario and that of Erie."

"Betwixt the lake Ontario and Erie there is a vast and prodigious cadence of water, which falls down after a surprising and astonishing manner, insomuch that the universe does not afford its parallel. 'Tis true, Italy and Suedeland boast of some such things, but we may well say they are but sorry patterns when compared to this of which we now speak. At the foot of this horrible precipice we meet with the river Niagara, which is not above a quarter of a league broad, but is wonderfully deep in some places. It is so rapid above this descent that it violently hurries down the wild beasts while endeavoring to pass it to feed on the other side, they not being able to withstand the force of its current, which inevitably casts them headlong above 600 feet high.

"This wonderful downfall is compounded of two cross-streams of water and two falls, with an isle sloping along the middle of it. The waters which fall from this horrible precipice do foam and boyl after the most hideous manner imaginable; making an outrageous noise, more terrible than that of thunder; for when the wind blows out of the south their dismal roaring may be heard more than fifteen leagues off.

"The river *Niagara* having thrown itself down this incredible precipice, continues its impetuous course for two leagues together, to the great rock above-mentioned with inexpressible rapidity. But having passed that, its impetuosity relents, gliding along more gently for the other two leagues till it arrives at the lake Ontario or Frontenac.

"Any bark or greater vessel may pass from the fort to the foot of this huge rock above-mentioned. This rock lies to the westward, and is cut off from the land by the river Niagara about two leagues further down than the great fall, for which two leagues the people are obliged to transport their goods overland, but the way is very good, and the trees are very few, chiefly firs and oakes.

"From the great fall unto this rock, which is to the west of the river, the two brinks of it are so prodigious high that it would make one tremble to look steadily upon the water, rolling along with a rapidity not to be imagined. Were it not for this vast cataract which interrupts navigation they might sail with barks or greater vessels more than 450 leagues, crossing the lake of Hurons and reaching even to the farther end of the lake of Illinois, which two lakes we may easily say are little seas of fresh water."

During the next fifty years Hennepin's works appeared in some forty-five editions and reproductions, and were translated into all the languages of Europe; and by these means and from descriptions of other travelers (notably that of Campanius Holm, in his *New Sweden*,

published in 1702, and Baron La Hontan's voyages, published in 1702), Niagara became generally known to Europeans. It was reserved for Charlevoix, in 1721, accurately to reckon the height of the Falls and to correct other erroneous reports and descriptions of them published theretofore. We have thus briefly traced the history of the earliest knowledge and of the earliest literature of Niagara down to a comparatively recent date. From that time the bibliography of Niagara, including its cartography and illustrations of every kind, is so voluminous as to form in itself a distinct branch of our title on which for lack of space we can not even touch.

THE NAME NIAGARA.

The Indian custom of giving their tribal name to, or taking it from, the chief natural feature of the country they inhabited (as proved by the nomenclature of the central and eastern States, as well as in the extensive literature on Indian subjects) tells us that a nation of this name inhabited the territory along the Niagara river on both sides; but as there are forty different known ways of spelling the name, its orthography differs materially with various early authors.* This much, however, we know—that when Hennepin first saw the falls, *Niagara* was the local Indian spelling of the name; “Niagara,” the world accepted it; and “Niagara” it has been ever since. According to the most general acceptance, the name is derived from what is commonly known as the Iroquois language, and signifies “the thunder of the waters,” though this appropriate and poetic significance has been questioned, and it is claimed by some that it signifies “neck,” symbolizing the fact of the Niagara river being the connecting link between the two great lakes.

The Neuter or Niagara nation of Indians (subsequently merged into the Iroquois) by whom the name was first adopted, would seem to have pronounced it Nyáh-ga-ráh, their language having no labial sounds, and all their words being spoken without closing the lips. The pronunciation Néé-áh-gara, sometimes heard nowadays, was probably also in common use later on; while in more modern Indian dialect, the sounding of every vowel being still continued, Ni-ah-gáh-rah, (accent on the third syllable), was the accepted, as it is the correct, pronunciation—the present pronunciation, without any pronounced accent on any syllable, being an adaptation of more recent years.

*A list of these are given in the Index volume of the Documentary History of the State of New York. The most commonly met with of these variations are Onguaarha, Ongiara, Onyakaara, Iagara, Nicariaga, Ungiara, and Jagara.

MODERN HISTORY.

The commencement of what may be termed the modern history of this region, dates back to that day in December, 1678, when, starting from the mouth of the Niagara river

“A chieftain of the Iroquois, clad in a bison skin,
Had let two travelers through the woods —
La Salle and Hennepin.”

to view the great cataract of which they had heard so much from their Indian allies on the St. Lawrence. As these three men stood there, they typified the nations—the French and the Indian—that for almost a hundred years were to control the destinies of this region; and in their personalities, “the chief, the soldier of the sword and the soldier of the cross,” they exemplified the professions by means of which its conquest and civilization were to be effected.

In the 200 years that have elapsed since that day, the Indian and the Frenchman have disappeared from this region; another and a stronger race has acquired possession of this territory, to be in turn dispossessed of half of it by her own descendants. And during those 200 years, on the pages of their history and in the literature of France, England, Canada and the United States, the name *Niagara* is indelibly stamped as a prominent and integral part.

OWNERSHIP.

So far as the contention for, and the possession of, this famous region by the nations of the earth are concerned, we may divide its history into these main periods.

French claims on a broad basis by reason of early explorations and discoveries in the east, up to her real occupation by La Salle in 1678.

French occupation and sovereignty from that date, gradually, but regularly, and at last successfully disputed by the English in 1759.

English occupation and control from then till 1776.

English occupation till 1783, and from then of all land lying west of the Niagara river.

United States ownership and control of that part lying east of the Niagara river from that date, although so far as Fort Niagara is concerned, England did not relinquish it till 1796.

FRENCH OCCUPATION.

The French, having early claimed all the northeastern part of this continent from Labrador southwards as above noted, began at an early

date to push their explorations and conquests westwards at first mainly along the line of the St. Lawrence river. Champlain, between 1603 and 1630, had done much to make France a paramount force in this section and to attach many of the Indians to her allegiance by siding with them in their tribal wars against their neighbors — an alliance which in after years arrayed many Indian tribes against her and hastened her defeat.

On December 6, 1678, La Salle, who, through love of his country and expectations of personal wealth, had labored long to extend the sovereignty of France, in a brig of ten tons and with a crew of sixteen persons entered the mouth of the Niagara river. He was on his westward journey, his objects being to make good by conquest the powers conferred upon him by the French king, to obtain for himself a monopoly of the fur trade, and to reach and control the mines of St. Barbe, in Louisiana; and as he went he intended to establish a chain of fortifications which both in war and the fur trade should be points of vantage for future generations.

True soldier that he was, he at once saw immense strategic advantage of the point where Fort Niagara now stands, and to this day the correctness of his judgment has not been questioned. Here he built a trading post, and pursuing his way up the Niagara river to where Lewiston now stands, he built a fort of palisades; and carrying the anchors, cordage, etc., which he had brought for that purpose, up the so-called "Three Mountains" at Lewiston, he found a spot at the mouth of Cayuga creek, about five miles above the falls (where is to-day a hamlet bearing his name) where he built and launched the Griffon, the first vessel that ever sailed the upper lakes. For almost a hundred years after this the history of the Niagara frontier belongs to the French, though their sovereignty was attacked and at last overthrown by the English.

In 1687, Marquis De Nonville, returning from his expedition against the hostile Senecas, fortified La Salle's trading post at Fort Niagara. The following year it was abandoned and destroyed, but it was too valuable a point of vantage to be lost, and in 1725 it was rebuilt in stone by consent of the Iroquois.

The site of the present village of Lewiston, the head of navigation on the lower Niagara, was the commencement of a portage by which goods, ammunition, etc., were conveyed to a point about a mile and a half above the Falls, over a line which is still called

the Portage road; and for the purposes of this portage, from the edge of the river at the lower end of the rapids up the "Three Mountains," was built a rude tramway on which, by means of ropes and windlasses, a car was raised and lowered. At what date this was first operated, we can not tell, but it is claimed to have been the first of its kind in use in this country. Though noted on many maps no trace even of its foundations now remains. The Indians, naturally averse to manual labor, operated the tramway, taking their pay in rum and tobacco, otherwise unobtainable by them. The upper end of this portage was originally only a landing place for boats, but was gradually fortified until 1750 it became a strong fort — called Fort du Portage, or by some, Fort Little Niagara — to defend the French barracks and storehouses which had been erected there. The fort was burned in 1759 by Joncaire, who was in command when the British commenced their memorable campaign of that year, and Joncaire retreated to a station on Chippewa creek. In that campaign General Prideaux, commanding the British forces in this section, and carrying out that portion of the general plan assigned to him, massed his forces on the shore of Lake Ontario, east of Fort Niagara, and demanded its surrender; this being refused, he laid siege to it. During the siege Prideaux was killed, and Sir William Johnson succeeded him and captured Fort Niagara, the last stronghold then held by the French in that long chain of forts connecting Canada with Louisiana. During the siege the French had sent reinforcements from Venango in Pennsylvania to the garrison of Niagara. They got as far as Navy Island (named Isle de Marine by the French), on which they had landed when they learned of the surrender of the fort. On this island the French had recently built some small vessels, and to prevent these, as well as the two ships which brought down the reinforcements from Venango, from falling into the hands of the victorious English, they took them over to Grand Island, at the northern end of which is a bay, where they set them on fire, destroying them and sinking the useless hulls, from which circumstance the place is called Burnt Ship Bay to this day.

The British successes of 1759 made them masters of all this frontier, and by 1761 Captain Joseph Schlosser, of the British army, built a fort a little to the east of Fort Du Portage and named it after himself. Just below the site of that fort still stands a solitary stone chimney, the only relic left of all these fortifications. It was part of the old French barracks, alluded to above, at Fort Du Portage.

DEVIL'S HOLE MASSACRE.

The Indian nature is heartless and unforgiving. When Champlain, in his trip to the lake which bears his name, asked the assistance of the Senecas, he took their part in their tribal war against the Iroquois. Thus was laid the commencement of that partisanship of the various Indian tribes, some to the French and some to the English, which lasted throughout the better part of the eighteenth century, and one of the results of which was that fatal tragedy on this frontier known as "The Devil's Hole Massacre."

After the British success of 1759 and their subsequent control of this territory, the Senecas, actuated by their inherited hatred of the English and incited probably by the French, commenced a bloody supplemental campaign in 1763. Knowing that the English were daily sending slightly guarded trains from Fort Niagara through Lewiston, where they had an auxiliary encampment, to Fort Schlosser, they planned an ambuscade and executed it with precision and fatal results. At the narrow pass at the Devil's Hole they ambushed the supply train, destroying it and killing all but three of the escort and drivers. They then ambushed the relieving force, which on hearing the firing had hastened from Lewiston, killing all but eight. It was a masterly example of Indian warfare executed with Indian cunning and Indian blood-thirstiness.

CESSIONS AND TREATIES.

By the treaty of 1763 France ceded to England all this region and all her Canadian possessions for which her armies and her missionaries had spent, during 100 years, so much energy, so vast an amount of money, and so many lives.

In the spring of 1764 Sir William Johnson, supplementing the treaty of the preceding year, assembled all the Indians of this region, over 2,000 in number, including the hostile Senecas, at Fort Niagara, and acquired from them, for the English crown, the title to a large tract of land, including a strip eight miles in width, four miles wide on each side of the Niagara river for its entire length. At the same time the Senecas ceded to Sir William Johnson all the islands in the Niagara river. He in turn ceded them to the British sovereign. So that at this time Niagara Falls, the grandest and most noted cataract on the globe, was the *Koh-i-noor* of the English crown in the new world. Twelve years afterwards the Declaration of Independence was signed and the long revolutionary struggle for independence commenced.

Had General Sullivan's campaign of 1779, as planned, been successful, he would have attacked Fort Niagara; but disaster overtook him and the tide of revolution never reached the Niagara river in actual hostilities. In 1783 the treaty of Paris was signed, by which England admitted the independence of the United States and recognized the great lakes as our northern boundary, though it was not until 1796, after the ratification of Jay's treaty, that she abandoned some of the strongholds on our soil, including Fort Niagara.

WAR OF 1812.

It is foreign to the purpose of this article to discuss the causes, some of which had a bearing on this region, which led up to President Madison's proclamation of war between Great Britain and the United States, known as the war of 1812, of which this immediate region, popularly called the Niagara frontier, felt the full force. In the fall of that year, four months after the declaration of war, Gen. Van Rensselaer established his camp near Lewiston (so called in honor of Gov. Lewis of New York), and collected an army to invade Canada. After one unsuccessful attempt he reached the Canadian shore, and by the time Gen. Brock had arrived from the mouth of the river to oppose him, was in possession of Queenston Heights. In endeavoring to recapture these and to retrieve the point of vantage that never should have been lost, Gen. Brock was killed. British reinforcements arriving from Niagara, the Americans were dislodged from the heights, defeated and many taken prisoners. Meanwhile, on the American side in full view of the battle, were some hundreds of American volunteers who basely refused to cross the river and aid their companions. At the foot of Queenston Heights an inscribed stone (set in place by the Prince of Wales in 1860) marks the spot where Brock fell, and on the heights above a lofty and beautiful column (the second one erected at this point, the first one having been blown up by a miscreant in 1840), stands as a monument of his country's gratitude. In the same year Gen. Alexander Smyth of Virginia, issued his famous bombastic circular inviting everybody to join him at Black Rock, near Buffalo, and invade Canada from that point. Some 5,000 men responded to his invitation, but Smyth having made himself a laughing-stock among his own people, the invasion was abandoned and the army dispersed.

Late in the following year, 1813, the Americans captured Fort George on the Canadian shore near the mouth of the Niagara river and the

village of Newark or Niagara. This is the oldest settlement in this section. It was for a time the residence of the Lieutenant-Governor of Canada, and here in 1792 the first Parliament of Upper Canada held its session. Newark was burned by the Americans on their retreat, without reason, as the British claimed, and they immediately retaliated; for ten days later they surprised and captured Fort Niagara and burned every American village on the Niagara river, including Youngstown, Lewiston, Manchester (now Niagara Falls), Fort Schlosser, Black Rock and Buffalo, spreading devastation along the American frontier. The year 1814 witnessed two battles in the vicinity of the Falls themselves, both on the Canadian side. Chippewa, a victory for the Americans, and Bridgewater or Lundy's Lane, claimed as a victory by both parties. The latter was one of the most remarkable conflicts recorded in history. Within sight of the Falls, in the glory of the light of a full moon, the opposing armies engaged in hand-to-hand conflict, from sun down to midnight, when both sides, exhausted by their efforts, withdrew from the field. The British before dawn, and unopposed, re-occupied the battle ground, and on this alone rests their claim to victory. Later on the American army occupied Fort Erie, which they had shortly before wrested from the British and where they were besieged by them. From this fort on the 17th of September, 1814, the Americans made that famous and successful sortie, which disbanded the British besiegers, this being the only case in history, according to Lord Napier, where a besieging army was entirely defeated and disbanded by such a movement.

We necessarily omit all reference to many points along the river made famous by the exploits, the daring and often by the loss of life of the combatants in this war — points locally important in themselves but which have not risen to the dignity of that much abused word "history."

The Treaty of Ghent restored peace to both countries and to the inhabitants on their exhausted frontiers. Under this treaty commissioners were appointed to locate the boundary line between Canada and the United States, already somewhat laxly provided for in the treaty of 1783. These commissioners agreed to run the boundary line along this frontier, through the middle of the Horse Shoe Falls and through the deepest channel of the river, both above and below them. Thus Navy Island fell to the share of the Canadians and Grand Island became American soil.

LAND TITLES.

We have already noted the cession of this region by the French to the English in 1763, and also the cession by the English of the eastern side of the river to the United States at the close of the revolutionary war, which joint occupation has never since been permanently disturbed. We also noted the cession by the Senecas to the English of the land on each side of the river and of the islands to Sir William Johnson and by him to the English crown.

A strip of land one mile wide along the American shore from Lake Ontario to Lake Erie had been exempted, when New York ceded the ownership of what is now the western portion of this State, to Massachusetts, which ownership New York subsequently re-acquired. Finally the Indians, who, in spite of their former cession to England, still claimed the ownership, ceded to New York, for \$1,000 and an annuity of \$1,500, their title to all the islands in the Niagara river. In order to perfect their title the State of New York had previously acquired from the Indians their title to the mile strip, which had been allotted to America by the treaty of Ghent. The State of New York patented this mile strip to individuals commencing in the first decade of this century.

FAMOUS INCIDENTS.

Fort Niagara became a spot of national celebrity in 1824 William Morgan, a resident of Batavia in this State, and a member of the Masonic fraternity, threatened to disclose the secrets of that body in print. He was quietly seized and taken away from his home. He was traced in the hands of his abductors to Fort Niagara, where he is said to have been incarcerated in one of the cellars of the fort, and to this day "Morgan's dungeon" is one of the sights shown to visitors. He was never heard of after he entered the fort, and popular fancy says that he was taken from this dungeon by night and drowned in Lake Ontario. Several persons were subsequently tried for this murder, but no proof of their complicity in the matter, nor even of Morgan's death was produced. The principal episode in the famous anti-Masonic agitation of that period thus became a part of Niagara's local history.

In the same year Grand Island, which contains about 18,000 acres, was selected by Major M. M. Noah as the future home of the Jews of the new world. He proposed to buy the island, make of it a second Jerusalem, and within the sound of Niagara to build up an ideal community of wealth and industry. In 1825, acting as the great high

priest of the project, clad in sacerdotal robes, attended in procession by the civic and military authorities, local societies and a great concourse of people, with appropriate ceremonies, he laid the corner stone of his future city of Ararat on the altar of a Christian church in Buffalo. This corner stone was subsequently built into a monument at Whitehaven on Grand Island, opposite the village of Tonawanda. It is now in the possession of the Buffalo Historical Society. Major Noah's plan fell through, as the patriarch of Jerusalem refused his sanction to the project.

THE PATRIOT WAR.

In 1837 occurred what is known as the Canadian patriot war. While the agitation of the patriots centered in Toronto it kept the entire Niagara frontier on the Canadian side in a ferment for several months, and Navy Island became one of their rendezvous, a portion of the British troops being stationed at Chippewa. Without reference to the intrigues carried on along the frontier by the Canadian agitators with their American sympathizers we deal only with the one important event known as the Caroline episode. It was openly charged that the patriots were receiving substantial aid from the American side, not only from private individuals, but also by reason of the non-intervention of national and State authorities when they knew that arms were being shipped and material assistance rendered from American soil. So bitter was the feeling on the part of the Britishers that when the opportunity offered it is not surprising that they made the most of it. A small steamer, the Caroline, had been chartered by Buffalo parties to run between that city, Navy Island, where the insurgents were encamped, and Schlosser Landing on the American shore. According to their statement, it was a private enterprise, started to make money by carrying excursionists to the insurgents' camp; but according to the Canadian view, her real business was to convey arms and provisions to the insurgents. On the night of December twenty-ninth the Caroline lay at Schlosser's dock. The excitement had drawn large numbers of people here; all the hotels were filled, and some people had sought a night's lodging on the steamer itself. At midnight six boat loads of British soldiers, sent from Chippewa by Sir Allan McNab, silently approached the Caroline, boarded and captured her, turned off all on board, cut her moorings, set her on fire and towed her into the river. In the *melée* and exchange of shots, one man, Amos Durfee, was killed. The boat was burned to the water's edge and sunk not far from where she had been cut adrift.

The affair caused intense excitement and was the source of long diplomatic correspondence, the British government assuming full responsibility for the claimed breaches of international law. One man, Alexander McLeod, was arrested and tried in this State for manslaughter and finally acquitted.

THE ERIE CANAL.

On October 26, 1825, a cannon boomed forth its greeting at Buffalo; a few seconds afterward another cannon a short distance down the river caught up the sound, and so on, cannon after cannon, cannon after cannon, down the Niagara river to Tonawanda, thence easterly to Albany, thence down the bank of the Hudson to New York city, transmitting the message that at the source of the historic Niagara river the waters of Lake Erie had been let into that just completed water-way — the Erie canal.

THE FENIAN WAR.

From the time of the Patriot war, with the exception of the Fenian outbreak in 1866, the history of this region has nothing to do with international war. The Fenian outbreak, similar in its inception so far as its hostility to the existing government of Canada and a desire to aid the Irish cause of home-rule by inciting hostilities among England's colonies, was quickly suppressed. Of actual hostilities during that agitation there was but one occurrence, known as the battle of Ridgeway, on the Canadian side, in the vicinity of Buffalo, where the Fenians were defeated.

COMMERCIAL HISTORY.

In its commercially historic aspects, there stands out one important project in connection with Niagara Falls which has been broached by its advocates in public and in private, and especially in the halls of Congress for the past three quarters of a century. Although by international treaty, no war vessels are permitted on the upper lakes, in the line of Washington's famous aphorism, that "the best way to maintain peace is to be prepared for war," the advocates of a ship canal of a capacity large enough to float our largest vessels, connecting the Niagara river some two or three miles above the Falls with its quiet waters at Lewiston or below, have continued their agitations; and preliminary appropriations, and elaborate surveys — showing three or four routes — have been made by Congress at three different times. The project so far has made but little headway towards a successful

consideration. Of its earliest commercial history, during the first years of the century, when private individuals bought the land from the State on account of its adjacent water power, and established here a village which they named Manchester— of the first utilization of a portion of its enormous power in recent years and of the present stupendous power development now nearing completion, we can not treat for lack of space.

STATE RESERVATION AT NIAGARA.

In 1885, after some years of public agitation, the State of New York acquired Goat Island and the territory on the river bank adjacent to the Falls and for a half-mile above them, dedicating it by its ownership as free forever to the world. The Province of Ontario took a similar course on the Canadian side, so that from now on the Falls themselves and the adjacent lands, under the ownership of two friendly nations, are forever preserved from any real defacement of their scenery by commercial enterprises. The honor of first suggesting this preservation of the scenery has been claimed by many persons. But the first real suggestion, though made without details, came from two Scotchmen, Andrew Reed and James Matheson, who in 1835, in a volume describing their visit to the Congregational churches of this country, first broached the idea that Niagara should "be deemed the property of civilized mankind."

INDIAN LORE.

This region is rich in Indian lore and tradition (which is Indian history) never yet thoroughly collected. Commencing far back when the Neuter nation, or more probably an earlier race, dwelt hereabouts, they worshipped the Great Spirit of the Falls, their worship culminating annually in the sacrifice of the fairest maiden of the tribe to the Great Spirit of Niagara, sending her over the Falls in a white canoe laden with fruits and flowers; next, their inter-tribal wars; later on the temporarily successful but ultimately inevitable futile attempt of the Neuter nation to maintain a neutral existence; their use of Goat Island as the burying ground of their chiefs and warriors, and their adoration of the island because of such use; their subsequent joining of the Iroquois to avoid total destruction by them; later on their annihilation as a distinct tribe, the remnant that was left seeking refuge among the Hurons; their return after a lapse of nearly three-quarters of a century and their ultimate extinction, form an unwritten page of historic Niagara which will probably never be completed with the accuracy that its importance demands.

LOCAL HISTORY.

To later local history in its many different aspects, we can only refer; to the engineering triumphs in the various bridges that span this river and the attendant benefits to this region; to the famous achievements of Blondin and others who have crossed the gorge on a rope; to the trip made by the *Maid of the Mist* in 1861, under the guidance of Joel R. Robinson from Niagara to Lewiston — the only boat that has ever successfully done so — proving, so far as that portion of the river is concerned, what the courts have held, that the Niagara river throughout its entire length is a navigable stream; to men, who like Francis Abbott have associated their names with the Falls in one way, or like Captain Webb, with the rapids in another way; to the fall of Table Rock in 1850, showing to this generation the undermining process by which Niagara has cut the gorge; or to numberless accidents which have annually occurred, some by accident, some intentionally.

Each of these in one way or another have tended to make history, and to point out lines of thought whose deductions must benefit future generations, and to all these which are necessarily blended with Niagara's history, we can but refer in this way.

Such, in outline, and with almost brutal brevity, is the foundation for that great work to which some master mind will some day devote its energies, and produce, to its own fame and to the benefit of international literature, a work whose pages shall contain events as yet imperfectly recorded and whose subject may be the words of our title, *Historic Niagara*.

A Few Words Regarding the Falls of Niagara.

The first account recorded of this waterfall was given by the Indians of Canada to the companions of Jacques Cartier, on his first voyage, 1534, but Cartier did not visit them.

Champlain did not place them on his map of 1613; he marked no further south than Lake Saint Louis or(Ontario), and only places on the map of that date a portion of this lake, but on the map of 1632, it is merely designated by a few wavy lines that mark the place. This is the first map of Niagara, and a very clear and marked outline of the river is given.

In 1641, Father Hierosme Lalemont mentions them and calls them "Ongniaahra."

In 1647, Father Paulus Ragneneau, was the first person to give a description of them, though they had been *mentioned* as stated, he says they are of "frightful height."

In 1657, Sanson published a map of Canadian settlements and simplified the name given by Father Ragneneau, into that of "Onigari"; but in 1679, Hennepin gives us the name in its present form. Since the Falls were first known to Europeans, there has been not less than twenty different ways of spelling it. The name means "rushing thunder" or "great fall of water."

The following list of titles of books relating to the Falls, is incomplete, and the compiler intends adding to this interesting subject a few of which he could not obtain a more accurate description than here presented.

CYRUS K. REMINGTON.

BUFFALO, N. Y., *January* 31, 1894.

1683.

Description of Louisiana, etc., by Louis Hennepin. Missionary Recollet gives the first authentic account of the Falls of Niagara — this was published at Paris — and editions, with many changes, were

published until the year 1742, in French, Italian, Dutch, German, English and Spanish.

1710.

The Four Kings of Canada, being a succinct account of the four Indian Princes lately arrived from North America, etc. 18° pp. 47 (1) London. Sold by John Baker at the Black Boy in Pater-Noster row. Price sixpence.

1720.

Louisiana. Ausführliche historische und Geographische Beschreibung des an dem grossen flusse Mississippi in Nord-America gelegenen herzlichen landes Louisiana. Leipzig, 1720. Fine copy, with map, half calf, uncut. pp. 102. 8°.

1722.

An account of the Falls of the River Niagara, taken at Albany, N. Y., October 10, 1721, from Monsieur Borassaw, a French native of Canada. By the Hon. Paul Dudley, Esq., F. R. S. Philosophical Transactions, for the months of April and May, 1722. 8° pp. 3½. London. Printed for W. & J. Jenys, printers to the Royal Society.

1735.

New Voyage to North America, etc., by Baron La Honton. 2 vols* London. J. & J. Boninck, J. Waltboe, R. Wilkin, J. Osborn, S. Birt, T. Ward and E. Wakelee. 8° pp. 280, 304.

1751.

Letter from Peter Kalm, of Sweden, to a friend, giving an account of his visit to the Falls of Niagara, dated Albany, 1750, from the Gentlemen's Magazine of January 1751, conducted by Sylvester Mohan. 8° pp. 15. London. Printed by E. Cave, Jr., at St. John's Gate.

1751.

Observations on the inhabitants, climate, soil, rivers, etc., with a curious account of the cataracts at Niagara, by John Bartram. 8° pp. 94. London, 1751.

1761.

Description of the famous Falls of Niagara, in North America, with with a Perspective view of that celebrated cataract, from the Royal Magazine of February, 1761. 12° pp. 3. London.

1763.

Letter to the Duchess of Lesdiguières, giving an account of a voyage to Canada, and travels through that country in 1721, by Father Charlevoix. London. R. Goodly & Baldwin. 8° pp. 384.

1763.

Beauties of Nature and Art Displayed, in a tour through the world. 16° (14 vols.). London, 1763.

1768.

The travels of Peter Williamson, among the different nations and tribes of savage Indians in America, etc. Edinburgh. Printed for the author, and sold by him at his Coffee Room, 1768; an account of the Falls of Niagara. 8° pp. 15.

1778.

Travels through the interior parts of North America, in the years 1766-67 and 68, by Jonathan Carver, captain. London. Maps and plates. 8°.

1785.

Description of the Falls of Niagara, by Hector St. John de Crevecoeur, in a letter to his son Alexander, then 14 years of age, with a preface by Orsamus H. Marshall, in magazine of American History. 8° pp. 10.

1787.

Visit to Niagara, from the journal of Captain Enys, Twenty-ninth Regiment, British army; interview; from the Canadian Archives of 1886. 8° pp. 8.

1789.

An account of an earthly substance found near and below the Falls of Niagara, by Robert McCouslin, M. D. 4° pp. 8. Philosophical transactions.

1793.

Travels in the interior inhabited parts of North America, in 1791-2, etc., by P. Campbell, Edinburgh, 1793. Plates and portraits: 8° 100 pp: devoted to a description of Niagara and Western portion of State of New York.

1799.

Travels through the States of North America and the Provinces of Upper and Lower Canada, during the years 1795, '96 and '97, by Isaac Weld, Jr.; illustrations. 4° pp. 464. (8.)

London. Printed for John Stockdale, Piccadilly, 1799, also, 8° editions of 1799, 1800, 1801, 1803 and 1807. English and French.

1799.

Travels through the United States of North America and country of the Iroquois in 1795-96-97, by Duke de la Rochefoucault Liancourt. London. R. Phillips. 4° pp. 207. Paris edition, same date.

1801.

Voyage dans La Haute Pensylvanie et Dans L'État de New-York depuis L'Année 1785 Jusqu'au 1798. Par un Membre adoptif de la Nation Onéida, etc. 3 vols. A Paris, Chez Maradan, Libraire, rue Pavée S. André-des-Arcs, No. 16. Map. 8° pp. 427, 434, 409.

1801.

Atala. A Romance of North America, by Francoise Auguste de Chateaubriand. Paris. Editions since, in English and other languages.

1804.

A Tour through the British West Indies, in the years 1802 and 1803, giving a particular account of the Bahama Islands, by Daniel McKinnon, Esq. 8° pp. 272. London. Printed for J. White. An edition of 1812 has an appendix of 16 pp., giving an account of a tour through the State of New York and the Province of Upper Canada, and relating to the Falls of Niagara. S. Woolmer, printer, Exeter.

1804.

A view of the soil and climate of the United States of America, with supplementary remarks upon Florida, on the French Colonies on the Mississippi and Ohio and in Canada; and on Aboriginal Tribes of America in 1796, by C. F. Volney. Translated by C. B. Brown. Maps and plates. Philadelphia. J. Conrad & Co. 8° pp. 446. Edition at Paris, 1803; London, 1804.

1804.

Taschenbuch der Reisen, oder unterhaltende Darstellung der Entdeckungen des 18 ten Jahrhunderts, in Rücksicht der Länder — Menschen — und Productenkunde. Für jede Klesse von Lesern von E. A. W. von Zimmermann. Mit 10 Kupfern und 1 Karte: 18° pp. 332. Leipzig. Die Gerhard Fleisher, Jüng.

1804.

The Philadelphia Medical and Physical Journal, collected and arranged by Benjamin Barton Smith, M. D. 8° pp. 192. Philadelphia, Pa. T. & E. Palmer.

1807.

Travels through the Canadas, with descriptions of them, etc., by George Heriot, Esq., Deputy Postmaster-General of British North America. London. For Richard Phillips. 4° pp. 602. Maps and illustrations.

1809.

A Ride to Niagara. By "T. C," from the Port Folio for 1810. 8° pp. 34.

1810.

Travels; or an inland voyage through the States of New York, Pennsylvania, Virginia, Ohio, Kentucky and Tennessee, etc., performed in the years 1807 and 1808. By Christian Schultz, jun. 2 vols. in one. New York. Printed by Isaac Riley. 8° pp. 207, 224.

1812.

Travels in the United States in 1806 and 1811, and through parts of Great Britain and Upper Canada. By John Melish. Philadelphia. *also*, edition, London, 1818. 8° pp. 491, 497. 2 vols.

1812.

Travels in North America in the years 1804-5-6. By Robert Sutcliffe. Philadelphia, 1812: B. & T. Kite. 12° pp. 289; *also*, edition of 1811, 1815, dated at York.

1813.

A Geological View of the Provinces of Upper Canada, and remarks on the Government, with an appendix containing a complete description of the Niagara Falls, etc. By M. Smith. 3d edition. Trenton, N. J. Published by Moore & Lake and William & David Robinson; *also*, Baltimore, Md., 1814. Printed by P. Mauro. 12° pp. 118; 18°, pp. 286; *also*, Hartford, Conn.

1813.

Gazetteer of the State of New York. By Horatio G. Spafford. Albany, N. Y. 8°.

1816.

Kronos Generalsgisch historisches Laschsubruche auf das Jahr, 1816; mit Kupfern. Leipsig, bie Joh Friedr. 18° pp. 264.

1817.

A full and correct account of the military occurrences of the late war between Great Britain and the United States. London, 1817; *also*, edition of 1818. 8° 2 vols. Maps and plates.

1818.

Travels in Canada and the United States in 1816-17, by Lieut. Francis Hall, Fourteenth Light Dragoons, H. P. London. Longman & Co., Paternoster row, 1818. 8° pp. 543. *Also* editions 1819 and 1826.

1818.

Sketches of America, by Henry B. Fearon. London. 8° pp. 454.

1818.

The Battle of Niagara, a poem, by Jehu O'Cataraet (John Neal). 12° pp. 143. Baltimore. N. G. Maxwell, publisher.

1819.

A Tour from the City of New York to Detroit, in the Michigan Territory, made between the second of May and the twenty second of September, 1818, by William Darby. New York. Published for the author by Kirk & Merwin, etc.; printed by E. Worthington, Brooklyn, N. Y. 8° pp. 228 (26, 50, 8, 1, 3, 7).

1819.

Letter from Lyman Foote, M. D., United States Army. American Journal of Science. 12° pp. 2.

1820.

Archæologia Americana. Worcester, Mass. Volume I. 8° pp. 436.

1821.

A Voyage to North America and West Indies in 1817, giving an interesting account of Niagara, in a letter dated "Buffaloe 31 July, 1817," by E. Montule. 8° pp. 102. London. Printed for Sir Richard Phillips & Co. Plates.

1821.

Remarks made during a tour through the United States in 1817-19, by William Tell Harris. London, 1821. 12° pp. 175.

1821.

Travels in North America, by Rev. Wm. Bingley, M. A., F. L. S. London; Harvey & Darton. 8° pp. 346.

1821.

Narrative Journal of Travel through the northwest regions of the United States and American Lakes, etc., in 1820, by Henry R. Schoolcraft. Albany, N. Y. E. & E. Hosford. 8° pp. 419. (4.)

1822.

Travels in New England and New York, by Timothy Dwight, S. T. D., LL.D., late President of Yale college, etc. New Haven. Printed by S. Converse. 8°. Volume 4 relates to Niagara.

1822.

Views of Society and manners in America; in a series of letters from that country to a friend in England, during the years 1818, 1819 and 1820, by Francis Wright. London. Longman & Co.; second edition. 8° pp. 483. Also, French edition, Paris, 1822; also, New York edition, 1821; Bliss & White, publishers.

1822.

Scenes in America, for the amusement and instruction of little Tarry-at-home Travellers, by the Rev. Isaac Taylor. London. J. Harris & Son, St. Paul's Churchyard. 18° pp. 120; illustrated.

1822.

Travels in North America, by George Phillips. Dublin. Brett Smith. 18° pp. 180. Also edition of 1824.

1822.

A Pedestrian tour of 2,300 miles in North America, by P. Stansbury, New York city. J. D. Mayer and Smith. 12°, pp. 274.

1823.

The Atlas of Nature, being a graphic display of the most interesting subjects in the three kingdoms of nature, etc. Folding view, and description of Niagara. London.

1823.

Travels through part of the United States and Canada, in 1818-19, by John M. Duncan, Glasgow. 2 vols. 12° pp. 333, 384.

1824.

An excursion through the United States and Canada, during the years 1822-23, by an English gentleman (Captain Blaney). London. Baldwin, Cradock & Co. 8° pp. 511; also, edition of 1828.

1824.

Five years' residence in the Canadas, including a tour through part of the United States, in the year 1823. By Edward Allen Talbot. 8°. London. 2 vols. Plates.

1824.

Travels in North America. Dublin. 18° pp. 180.

1824.

Letters from North America, during a tour through the United States and Canada, by Adam Hodgson. 2 vols. 8° pp. 405, 473. London. Hurst, Robinson & Co.

1824.

Five years' residence in the Canadas, including a tour through part of the United States of America, in 1823, by Edward Allen Talbot. London. Longman, Hurst & Co. 2 vols. 8° pp. 419, 400.

1824.

The Bachelor's Wife, by John Galt. Edinburgh. 8°.

1825.

The Northern Traveller, etc. New York. Wilder & Campbell. Maps and plates. 12° pp. 213.

Sketches of Northern Canada, domestic, local and characteristic, etc.; third edition, by John Howison, Esq., of the Far East India Service. Edinburg and London. 80° pp. 339.

1826.

The Northern Traveller. Niagara, Quebec, etc. By A. T. Goodrich. New York. J. & J. Harper. 2d edition. 18° pp. 382 (4).

1826.

A Visit to the Falls of Niagara in 1800. By John Maude. London. Longman & Co.; Richard Nichols, Wakefield. 4to. pp. 313 (26).

1826.

Observations on the Geological Features of the South Side of the Ontario Valley, in a letter to F. Romeyn Beck, M. D. By James Geddes, C. E. American Journal of Science. 12° pp. 5.

1827.

Personal Narrative of Travel in the United States and Canada in 1826, etc. Illustrated. 2d edition. By Lieutenant the Hon. Fred Fitzgerald de Roos, R. N. London. Wm. H. Ainsworth, Old Bond street. 8° pp. 207

1827.

American sketches, by a native of the United States. London. John Miller, 40 Pall Mall. 8° pp. 412.

1827.

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